

The Hongkong Telegraph.

WEATHER FORECAST
FAIR.
Barometer 30.00

October 8th, 1912, Temperature a.m. 74, p.m. 80; Humidity...74, 59.

(ESTABLISHED 1881)
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October 8th, 1911, Temperature a.m. 81, p.m. 79; Humidity...77, 69.

No. 8912

庚九廿月八年壬壬

WEDNESDAY, OCTOBER 9, 1912.

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WAR CLOUD BURSTS.

Montenegro Leads The Way.

BULGARIA, SERBIA AND GREECE EXPECTED TO FOLLOW SUIT.

(Reuter's Service To The "Telegraph.")

London, October 8.
Reuter's correspondent at Cetinje, in a message despatched to-day, states that Montenegro has declared war.

FRONTIER FIGHTING.

There was heavy fighting all yesterday, nine battalions of Turks being engaged against the Malissori tribes at Tuzi, on the Montenegrin frontier.

THE DECLARATION.

Reuter's correspondent at Cetinje reports that the Montenegrin Charge d'Affaires at Constantinople informed the Porte to-day that Montenegro has declared war against Turkey.

LONDON SUPRISED.

Later.
Reuter's despatches from Cetinje announcing the declaration of war have produced a profound sensation in London.

So far neither the Foreign Office nor any Embassy have received the news.

WHY WAR WAS DECLARED.

Montenegro forestalled the action of the Powers by a few hours, the decision being evidently precipitated by the fighting on the Montenegrin borders.

A message from Reuter's correspondent at Cetinje states that Montenegro has ordered her representative to quit Constantinople and has handed passports to the Turkish representative at Cetinje.

The fighting continues at Tuzi to-day.

NEWS CONFIRMED.

Later.
The Foreign Office received confirmation of Montenegro's declaration of war this afternoon.

SERBIAN WAR FUNDS.

Reuter's correspondent at Belgrade states that the Skupstina has voted an extra credit of two millions sterling for war purposes.

RUSSIAN RED CROSS PARTY.

The Russian Red Cross Society is sending to the seat of war 300 beds, seven doctors and 45 nurses, while merchants are largely donating war funds and the community is making provision for the families of soldiers.

TO FOLLOW SUIT.

Later.
Reuter's correspondent at Constantinople wires that up to 8 o'clock in the evening the Bulgarian, Serbian and Greek Ministers had not received instructions, but no doubt is entertained that their Governments will follow the lead of Montenegro.

LORD CREWE'S STATEMENT.

Later.
In the House of Lords, the Earl of Crewe, replying to Lord Lansdowne, reiterated Sir Edward Grey's statement made in the House of Commons regarding the Balkans, and added that he was sorry to say that he had received news of fighting on the frontier as a sequel to Montenegro's declaration of war.

TELEGRAMS.

"TITANIC" REPORT.

DISCUSSION IN COMMONS.

Reuter's (Service to the "Telegraph.") London, October 8.

In the House of Commons yesterday, the Rt. Hon. Mr. Sidney Buxton, President of the Board of Trade, moved that the House take into consideration the Report of the Inquiry into the "Titanic" disaster.

Several Unionists and Liberals complained of the new rules adopted by the Board of Trade with regard to the provision of lifeboats for all on board, representing that this would endanger the seaworthiness of ships.

Mr. Buxton emphasised that the rules were merely "draft rules." He said that 80 per cent. of the ships now had a sufficiency of boats and therefore it was not a hardship to compel the remainder to follow the example.

Mr. Buxton also mentioned that the Bill to make it compulsory for passenger ships to be provided with wireless telegraphy apparatus had been postponed, owing to international discussions on the subject.

The debate was adjourned.

THE CHINESE REPUBLIC.

MILITARY APPOINTMENTS.

(From Chinese Sources.)

Shanghai, October 7.

President Yuan has appointed Chui Lue-tai as instructor of the Military Cadet College and Tam Hek-kwai as instructor of the Artillery Force.

NO VOTES FOR WOMEN.
Miss Tang Kwan-ying has begged the State Council to reconsider the question of granting the franchise to women. Her request has been refused.

FOREIGN INDEMNITIES.
As regards the payment of the foreign indemnities, the American and the French Ministers at Peking are alleged to have given way and allowed China a further extension of time. "Shat Po."

AGAINST DICTATORSHIP.

Shanghai, October 8.

The Governor-General of fourteen provinces have telegraphed to the State Council asking the latter to oppose the power of the President to dissolve the Council.

BANKERS' RETORT.
The International Banking Group has written to the Cabinet in reply to the demand for an explanation from the Banking Group for having cornered the exchange market. The letter says that freedom of the exchange business must be maintained, and China has no right to interfere. "Shat Po."

A STRANGE REPORT.

Shanghai, October 7.

The Chinese Minister at Tokyo has telegraphed to the Chinese Government to the effect that the Japanese Government has decided to remove the seat of Government from Tokyo to Seoul, in Chosen, as a step in developing the dependency. The Chinese Minister asks the Peking Government to be wary.

COLLEGE EMBUTE.
Trouble has occurred between the students and the masters of the Military Cadet College in Pao-tung-fu, resulting in the shooting of the representative of the students by the Warden of the College. "Sai Kai Kung Yik Po."

NEW MINISTER.

Peking, Oct. 8.

Premier Chui Ping-kwan has recommended to President Yuan the appointment of General Han Sui-ching as Minister of Internal Affairs. President Yuan has consented to make the appointment. "Sai Kai Kung Yik Po."

TELEGRAMS.

THE ROSENTHAL CASE.

LIBERTY BECKER INDICTED.

Reuter's (Service to the "Telegraph.") London, October 8.

Reuter's New York correspondent states that Lieut. Becker, of the New York police, has been arraigned on a charge connected with the murder of the gambler Rosenthal.

The selection of the jury is proving a tedious business.

THE INSURANCE ACT.

A CONCESSION TO DOCTORS.

London, October 8.

It is understood that the Cabinet has agreed to increase the amount of the medical remuneration in connection with the Insurance Act by a million pounds sterling.

TURCO-ITALIAN WAR.

London, October 8.

A message from Reuter's correspondent Rome states that the Italian troops yesterday landed at Bombah, forty miles east of Derna, without resistance.

MORE ELECTRIC MAINS.

Mr. H. P. Bridger, acting manager of the Hongkong Electric Company, asked to-day regarding the probability of laying down additional electric mains, said, "We expect to open the streets and to lay conduits that are necessitated by the amount of electricity now being used by the Chinese."

"Our increase is, for the most part, due to Chinese consumption, and we expect the output to be added to by about 800 kilowatts by this time next year."

"The Chinese have just lately taken up electricity and are now realising its great adaptability for all purposes."

"Our mains are laid down all over Victoria and include the Peak."

"We hope to have the new mains laid by the beginning of 1913, and we shall thus be able to supply all corners with power, light or ventilation."

MACWATTERS' QUARTETTE CONCERT.

There was a smaller house than one anticipated for the Macwatters Quartette's concert in the Theatre Royal last night. It was not small, of course, but it ought to have been larger. These four young gentlemen submit an excellently varied programme. It is a little uneven perhaps—some of the items being incomparably better than others—but on the whole it is enjoyable.

The arrangement of "Annie Laurie," for instance, is atrocious, and the quartette have not even got the words right. They should let the Scots song severally alone. To counterbalance that, however, Mr. Thomas suffers nothing by comparison with the best of English elocutionists in his rendering of "How Bill Adams won the Battle of Waterloo." His work throughout was touched with something very close to genius and the part of Hongkong which heard him will not readily forget him.

Mr. Oakes, tenor, and Mr. Schultz, bass, rendered solos very effectively, while Mr. Evans proved himself a pianist who may yet be heard of. Altogether, the quartette deserve the good things that have everywhere been said of them.

TELEGRAMS.

HOME RULE BILL.

DISORDER ANTICIPATED.

Reuter's (Service to the "Telegraph.") London, October 8.

In the House of Commons on Mr. Asquith will move the "guillotine" resolution allotting 32 days for the passage of the Home Rule Bill through the House of Commons. There have been seventeen days' discussion already. Therefore altogether the Bill will have 49 days' consideration as compared with 80 days in 1893.

In the Lobby it is anticipated there will be disorder on Thursday.

RUBI AND ZAFIRO.

Why Captain Crosby Resigned.

The cause of the resignation of Captain Crosby, says a Manila paper, was an order demanding that he, as well as the master of the Zafiro, should pay P200 for the bar privileges on the vessels after October 1.

The order demanding the payment for the liquor privilege is dated September 14 and is as follows: "To the captains of the steamers Rubi and Zafiro: In accordance with instructions received from the general managers, we beg to inform you that after the 1st of October you will have to pay the company the sum of P200.00 every month for the privilege for the liquor business on board your steamers in order to cover cost of ice, glassware, linen, washing and attendance."

To this demand Captain Crosby made the following reply:—"In reply to your instructions regarding the sum of P200 per month for bar privileges, I wish to say that I have never received that sum out of it myself. I have been going to sea for several years and that is really the most exacting demand I have ever heard of; surely money must be scarce. When I joined this company I left a position that paid me P500, to accept this at P400, and the only consideration that influenced me was the bar."

The Bar Question.

"Now gentlemen I am willing to turn the bar entirely over to the company and have absolutely nothing to do with it. If the exaction of this sum is really demanded you can accept my resignation from that date. The cause of so much ice being used is the terrible bad condition of the ice box, the repairs of which has been asked for several times, but the cry is always, 'wait until we go to dock. The linen has nothing to do with the bar. There will have to be glasses on board any way."

"The question of laundry has been brought up before, showing that in order to avoid so much of it being done here we should have to place considerably more on board, therefore on account of the deterioration and possible chance for loss, it was decided to have it remain as it was."

"The company makes out a schedule of what I am to charge for the various drinks and I have to pay the Philippine government a tax for selling same, so there is not quite so much in it as the general managers might suppose. However, should they allow me to make my own charges, I will accept their proposition, but if not, my previous statement will stand."

The above letter was dated September 17, and no reply to the same having been received, Captain Crosby, under date of September 20, sent in his resignation as follows:—"I beg to herewith tender my resignation as master of your steamship Rubi to take effect as soon as you place a man in my place to relieve me of my responsibility."

TELEGRAMS.

CRICKET.

THE AUSTRALIANS IN U.S.A.

Reuter's (Service to the "Telegraph.") London, October 8.

The return match between the Australians and Philadelphians resulted in the victory of the former by 50 runs.

VICTORIA THEATRE.

Complimentary Benefit to Mr. J. Blake

Bookings are now in full swing for seats at the grand complimentary entertainment to be given by Messrs. Ramos and Ramos, at the Victoria Theatre on Friday evening, to their popular manager, Mr. J. Blake.

At the entrance the Orient band will play from 8-30 to 9, and at the interval, and the band of the K.O.Y.L.I. will discourse music during the evening.

Patrons are requested to take the chairs coinciding with the numbers on their tickets so as to save confusion. A good house is certain, as is only to be expected when the entertainment concerns the ever obliging and courteous Mr. Blake. The best way to secure a seat is to book early.

The following is the programme which will be carried out subject to any alteration deemed advisable:—

Part I.

Overture, Tancredi, Rossini.
Band of the 1st K.O.Y.L.I.
Magnificent Comic Picture, Bobby pulls the Trigger.
Peculiar Solo, The Deep blue Sea (Brewer) Lt.-Col. Clarke.
Sketch entitled:—Our Jack's Come Home To-day.
Lucy Norton, Miss Ada Rowley, Harry Smith, Mr. Rob Stephenson.

Introducing Songs, &c.,
Bunjo, Hunky Dory (Messrs. Neal Timewell, Martin Rolfe).
Song and Dance, Miss Smith.
Those (2) American Niggers, Messrs. Rice and Alexander.
Sketch, (The Pedlar), Messrs. Kerxton and Dacy.

Part II.

Overture, Selection, A Plantation Holiday (Seehold) Band 1st K.O.Y.L.I.
Magnificent Comic Picture, Love Luck & Gasoline.
Two Step Everybodys doing it now Berlin, Band 1st K.O.Y.L.I.
Rag Time Alexanders doing it now Berlin, Band 1st K.O.Y.L.I.
Musical Nigger, Bimbo Drake.
Revival by Special Request the Classic Scene, "Dream of the Aukloong" composed and Sung by Miss Addie Leigh.
Violin Solo, Cavatina Roff, Lt.-Col. Spiegelalters.
Song and Dance, Introducing American Mat. Dancing and quick changes in, well wardrobe, Messrs. Verne & Smith.
"God Save the King."

NEWS FOR BUSY MEN.

TELEGRAMS.

THE NEWS CONDENSED.

Mr. Bosbok, the famous showman, is dead.

In the return cricket match the Australians beat the Philadelphians by 50 runs.

The Italian troops have succeeded in landing at Bonabai, to the east of Dera, without opposition.

NEWS FOR BUSY MEN.

TELEGRAMS.

THE NEWS CONDENSED.

Montenegro has declared war against Turkey and it is expected that Serbia, Bulgaria and Greece will follow suit.

The House of Commons has begun consideration of the report of the Committee of Inquiry into the Titanic disaster.

Heavy fighting has been reported between nine battalions of Turks and the Malissori tribes on the Montenegrin frontier.

The British Bill compelling passenger ships to carry wireless installations has been postponed owing to international discussions.

The Cabinet is said to have agreed to increase the amount of medical remuneration under the Insurance Act by a further million sterling.

Police Lieutenant Becker has been arraigned in connection with the Rosenthal murder, the selection of a jury proving a tedious business.

By the "guillotine" resolution only 32 more days are to be devoted to the Home Rule Bill in the House of Commons, where disorders are anticipated to-morrow.

On Friday the Right Hon. Mr. Samuel is to move the appointment of a Select Committee to investigate the circumstances attending the conclusion of the Marconi Agreement.

LOCAL.

A Chinese reports having lost, or had stolen, a bank draft for \$400 and money order for \$170.

A special article of peculiar interest, dealing with a cancer cure, appears in our columns to-day.

A passenger from a junk reports that someone has stolen \$800 worth of clothing from the craft.

For unlawfully selling opium a man was fined \$200, with the alternative of two months' imprisonment, at the Police Court this morning.

The keeper of an opium den was fined \$100, or six weeks' imprisonment this morning, and twenty-two men were fined \$3 each for smoking.

We are informed that the cricket match between Kowloon and Craigengower on Saturday was a friendly and will not therefore be counted as a League engagement.

A man who pleaded guilty to a charge, brought by the Sanitary authorities, of allowing mosquito larvae to accumulate on his premises, was fined \$10, at the Police Court this morning.

Last Saturday a Chinese reported that a man with whom he had entrusted \$100 had misappropriated it. He now says the money has been returned, and he only reported the matter to frighten the man.

For assaulting his wife and stabbing her with a pocket-knife a man was to-day fined \$10 and bound over in a personal bond of \$100 to be of good behaviour for twelve months. Complainant said she came to Hongkong from the country to look for her husband, but the latter's story was that he was in the country.

Notice



**FINEST OLD DUTCH
GIN & LIQUEURS.**



FINEST OLD SCHIEDAM

**\$14.00 per Case of 12 Quarts
INCLUDING DUTY.**

**SAMPLE BOTTLES FREE
LIQUEUR GLASSES**

GRATIS

to regular buyers on application
to the

SOLE AGENTS FOR SOUTH CHINA.

MAC EWEN, FRICKEL & CO.,

4, DES VOEUX ROAD

**THE
SCIENCE OF ADVERTISING.**

Advertising is both a science and an art. We have studied that science.

Do you know the ART?

Can you write a catchy ad.—very few can.

A good ad. is one that catches the eyes, then holds the attention.

Can you do it? We can.

Let us write your ads. for you, insert them in any paper you fancy, but let us write them for you, we like it, that will be our recompense.

Choose your paper, put them in, watch results.

ADVICE:—Insert them in the paper with the largest circulation—that is the secret of judicious advertising.

All the papers have the largest circulation, if you doubt it, ask them; then tell us, what they tell you.

The other fellow is losing all the money. True; that is the reason he is able TO KEEP UP the advertising rate!

THEY KNOW that the other fellow is losing money hand over fist, if YOU doubt it, ask them, they will tell you candidly; "It is quite true."

The cheapest ad. is the dearest. Why? do you know your business and ask why?

Do you advertise because of friendship? No? To reach the people? Yes, yes, that is the reason and it can only be accomplished by advertising in the paper that has the largest circulation. But if they all have the largest circulation, I must advertise in all the papers? Quite so, if you think

Notices

**THE LEEDS FORGE CO.,
LTD., LEEDS.**

Specialists in the Manufacture of RAILWAY ROLLING STOCK of every description.
Pioneers in the Design and Manufacture of PRESSED STEEL UNDERFRAMES and BOGIES and ALL STEEL RAILWAY WAGONS.

The Undersigned have been appointed Sole Agents in Hongkong and China.

THE YAKI DOCKY AND ENGINEERING CO.
OF HONGKONG, LTD.

Agents,
BUTTERFIELD & SWIRE.

Hongkong, 23rd September, 1911.

DON'T LOOK Worried, thinking what to send HOME for CHRISTMAS. Nothing could be appreciated more than the undermentioned Present:—

FINEST HANKOW TEA.

5lbs. nett \$9.00. 7lbs. nett \$11.00. 10lbs. nett \$15.00

CHOW CHOW.

Half dozen 5lbs. Jars \$11.00

One 24lbs. " \$11.50

CUMQUAT.

Half dozen 5 lbs. Jars \$13.00

One 24lbs. " \$13.50

FINEST PRESERVED GINGER.

Half dozen 5lbs. Jars " " " \$15.00

One 24lbs. " " " " " \$15.50

These Prices are inclusive of all duties and charges so that the goods are delivered ABSOLUTELY FREE TO ANY TOWN THROUGHOUT GREAT BRITAIN.

DESPATCHES:—

S.S. PALMA ... leaves 1st Oct. due in London 1st Dec.
S.S. MINAZAKI MARU ... 10th Oct. 1st Dec.
S.S. NANKIN ... 15th Oct. 1st Dec.
S.S. KITANG ... 20th Oct. 1st Dec.
S.S. NIVANCA ... 25th Oct. 1st Dec.
All orders will be sent out at once and prompt attention.

CHINA EXPRESS CO.

J. TAYLOR, Manager.
(Opposite Lammer's Auction Room).

3, Duddell Street,
Hongkong, 8th October, 1912.

Hotels.

HONGKONG HOTEL
A LA CARTE GRILL ROOM.

Now Open.

Hongkong, 20th April, 1911.

J. H. TAYLOR, Manager. [25]

GRAND HOTEL.

NOTED FOR THE BEST FOOD, ACCOMMODATION, CLEANLINESS, AND COLD DRINKS.
UNDER EUROPEAN SUPERVISION.

Tel. 197.

F. REICHMANN, Proprietor.

ASTOR HOUSE

(LATE CONNAUGHT HOTEL)
QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel, Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate, First Class accommodation for Families and Tourists.
For particulars and rates apply to PROPRIETORS.
Telephone, 170. Telegrams "Astor." [24]

**OPEN AIR SKATING RINK
at
BELLE VIEW HOTEL**

Telephone No. 807.

Sessions: 10 A.M. to 12 Noon, 2 P.M. to 4 P.M. Admission 25 cents.
5 P.M. to 8 P.M. 8 P.M. to 11 P.M. Admission 50 cents.
String Band will play at the above Hotel every Sunday, commencing from 4 p.m. to 10 p.m.

W. GALLAGHER, Manager. [28]

**KING EDWARD
HOTEL.**

A FIRST CLASS HOTEL.

Under European Management.

Electric Light and Lifts.

Latest Improvements.

Reasonable Rates.

Telephone 378.

H. HAYNES, Manager.

Hongkong, 1st Aug., 1912. [55]

**THE TAIWAN
RAILWAY
HOTEL.**

TAIPEI, FORMOSA.

Under the Direct Management of the Taiwan Railway Dept.

EXCELLENT CUISINE and GOOD SERVICE. RATES 6 YEN and Up.

Uniformed hotel porter meets all trains and steamers. Luggage are ranged for without any trouble to guests.

Hongkong, 1st Feb., 1912. [123]

**GREEN ISLAND CEMENT
COMPANY, LIMITED.**

PORTLAND CEMENT

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

SHAW, TOMES & CO.,

General Managers,

Hongkong, 1st Aug., 1912. [11]

THE FAMINE IN CHINA.

EIGHT Famines Districts with an area of 30,000 square miles. TWO and a half million people facing starvation.

PLEASE SEND YOUR CONTRIBUTION TO-DAY.

IT WILL HELP TO SAVE LIFE.

Manager, International Banking Corporation, Shanghai.

Hongkong, 1st Aug., 1912. [11]

Notices

**THE IDEAL
DISINFECTANT
FOR HOME
DISINFECTION**



Soap and Water cannot alone protect against disease. The use of a powerful germ-destroyer—IZAL—is necessary.

It is the safest and most economical of efficient disinfectants. Two table-spoonfuls in a pailful of water is sufficient.

Sold in tins, drums, and casks; to be obtained at:—

Messrs. Fletcher & Co., Ltd. (The Pharmacy);

The Sincere Co., Ltd.; Wing On & Co.; Nam

Hing Loong & Co., &c.

AGENTS: W. R. LOKER & CO., YORK BUILDINGS.

GUINNESS' STOUT,

THE WELL-KNOWN

**"HORSEHEAD"
BRAND.**

Sole Agents,

**CALDECK
MACGREGOR & CO.**

HONG KONG, SHANGHAI, SINGAPORE, TIENTSIN

and KUALA LUMPUR.

HONGKONG, 25th January, 1912

46

DRAGON CYCLE DEPOT

The LAST WORD in Motor Cars "THE OVERLAND," America's Best, a THOROUGHLY HIGH CLASS, well finished car, at moderate prices.

Sole Agent

DRAGON CYCLE DEPOT.

Entertainment

VICTORIA THEATRE.

LAST TWO NIGHTS
of the
GREAT BOXING PICTURE

FRIDAY, Oct. 11th

THE GREATEST NIGHT

of the Season.

MONSTER PROGRAMME

17 Artists

TWO BANDS.

Booking at Montie & Co.

Hongkong, 7th Oct., 1912 [662]

**WM. POWELL,
LIMITED.**

TELEPHONE 340.

**NEW
CRETONNES,
ART LINENS,
CASEMENT
CLOTHS,
BOLTON
SHEETINGS,**

AND

MANY NOVELTIES

IN

SOFT

FURNISHING

FABRICS.

SEND FOR PATTERNS.

William Powell,

LONDON.

Entertainments

**BIJOU SCENIC
THEATRE.**

To-Night, 9.15 p.m. To-Night.
**ALL NEW
PICTURES.**

NAVAL REVIEW AT SPITHEAD
KING GEORGE AT GRIMSBY

INDIAN PRIDE

(Coloured American Art Drama)

OFF WITH THE OLD LOVE

by Good Old

NICK WINTER

and

MISS ADA ROWLEY

"When the fields are white with daisies."

"Just the church bells chiming."

Notices

**WE ARE
PRACTICAL
OPTICIANS.**

We can sell TORIC LENSES cheaper than anybody in China. WHY? Because we have installed a new TORIC plant in our work shop, and now

DO THE WORK ON THE SPOT

**N. LAZARUS,
OPTICIAN.**

1A, D'Aguiar Street, Hongkong

**THE CHINA PROVIDENT
LOAN AND MORTGAGE
CO., LTD.**

(CAPITAL PAID UP...\$1,350,000.)

Leases on Mortgage of House Property

and

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Basis and Particulars on application.)

and Offices at

TRUSTEE, EXECUTOR OF

WILLIS, ATTORNEY, At

Shanghai and Hongkong.

SHAW, TOMES & CO.,

General Managers,

Hongkong, 1st Aug., 1912. [11]

**OUR
CONTEMPORARIES.**

Daily Press.

Hongkong's Prison Problem.

With the passing of the years the need for a penal establishment has not become less but rather greater, and at present it is particularly clamant. The smallest scheme which could be contemplated should provide for 400 cells, and if a building capable of providing that accommodation were erected somewhere on the Kowloon Peninsula, perhaps in the New Territory, it would meet the case, leaving the present goal free for the reception of short-sentence prisoners. Moreover, ground could be enclosed for growing sufficient vegetables to supply the requirements of the prison, thus providing useful occupation for prisoners not at present open to them. In this connection it might be as well to point out that in the last report of the Superintendent of the Gaol it was shown that 105 male prisoners had been kept at work with crank, shot, and shot and stone, a farm of unproductive labour not now approved at Home. Again, in a convict establishment, such as suggested, convicts could be isolated, an arrangement which cannot be carried out at present, as they work alongside short-sentence men and associate with them in the ward and even in the cells. It is no use attempting to enlarge the present building. For one thing, there is no ground available, and to heighten it hardly seems advisable. The only solution is the erection of a convict prison. This will involve considerable outlay, but financial considerations ought not to weigh against the menace to the peace and prosperity to the Colony presented by the numerous bad characters being allowed at large, and the sooner the project is seriously taken in hand the better for the well-being of all concerned.

South China Morning Post.

Between Two Fires.

Even in Europe international friendships are founded merely upon material advantage and expediency. Thus many Russians are convinced that China would be a great ally in the Far East, and that Japan, when her preparations were complete, would just as gladly throw over Russia in favour of China. The idea of Russo-Chinese combination against Japan may find favour in certain quarters, but while the best strategic cards are with Japan, such talk is empty chatter. From North Korea Japan could easily seize the Ningata region via Nangan and isolate the Russian position in the Southern Ussuri district, at the same time harrying it from the sea. Enough has been said to show that the situation is too complex to be airily disposed of in a few well-rounded phrases.

China Mail.

"Barbarous Customs."

It is of interest, however, to see that the provincial law-makers have thought the question important enough to give their time to its discussion, and though it was talked out for time, it is certain that the discussion will do good, and hasten the time, which must be desired by every one who has the well being of a great people at heart, when small feet at any rate will be a thing of the past. As for the piercing of the ears, that is of less importance, and is only interesting here as illustrating how far some of the more advanced would travel from the ancient customs which time had honoured, and millions cling to. The statement that thirty thousand women and girls were sacrificed when the Allied troops entered Peking is one which we hope may be not only questioned but contradicted. It would not redound much to the moderation and self-restraint of the armies of the west if these figures were even approximately true. Of course, under such conditions numbers commit suicide without any sufficient reason, except that they fear they know not what, and up to that date at any rate they had been taught that all men from the west were to be avoided, even at the sacrifice of life. One would like to know the truth of these figures, which, in our opinion, based on the published records of the fall of Peking, are greatly exaggerated.

GENERAL NEWS.

The Cholera in China.

The epidemic of cholera has spread from the coal ports of North-eastern Kyushu to the collieries says the "Shanghai Times." Thirty cases have been reported at Nakaidzumi. It is believed that the output of coal, which is usually reduced at harvest time, will be still further adversely affected by the spread of cholera. Two cases of cholera have been reported at Karatsu. Sydney Pressmen Excluded from House of Assembly.

In consequence of a leader in the Sydney "Daily Telegraph," strongly criticising the Speaker's conduct, Mr. Willis, the Speaker of the Assembly, recently excluded the staff of the newspaper from the gallery of the House. The "Herald" has published a leader strongly protesting against the Speaker's action, which it describes as intolerable, and declaring that it is unparalleled in the history of the Australian or the British Parliaments.

A Millionaire Baby's Nursery. The "New York Herald," describing the birth of a son to Mrs. John Jacob Astor, says the infant lies in a nursery specially fitted up at a cost of \$10,000. The young mother personally attended to the preparation of the nursery, which is furnished in blue and white with woodwork of English oak. She occupies the room in which Mr. Vincent Astor was born twenty-one years ago. Eight nurses have been engaged to look after the baby.

Punjabis and Nettle-Rash. An interesting account is given by the "Indian Medical Gazette" of an outbreak of nettle-rash in a company of a Punjab regiment who underwent field training. An investigation was made into the possible causes of the itching from which the men suffered soon after the operations, but no explanation could be discovered until it was noticed that at the foot of Mandalay Hill a creeper was growing over bushes, shrubs and trees, and that its fruit-pods were covered with innumerable slender hairs which readily stuck to the skin and produced an intolerable itching. The breeze carries the hairs to the passer-by, as the Burman well knows for he makes a detour to avoid a tree adorned with this creeper. Its botanic name is *Mucuna Pruriens*, and it is known in England as cow-itch plant.

New Bank for Nagasaki. Mr. Takaki, a well-known Japanese financier, has applied to the authorities for a charter to establish a bank in Nagasaki. The capital of Yen 1,000,000 is all to be subscribed by Mr. Takaki and his relatives.

Lepers' Island. Christchurch, (New Zealand), Sept. 12.—A report on the Cook Islands (in the Pacific) presented to the Dominion parliament states that leprosy is very prevalent and that the manner in which the lepers live is disgraceful and the general health of the islands deplorable. Drastic steps, it is added, must be taken to preserve the race.

Discharged Chinese Soldiers. Over 500 discharged soldiers from Nanking arrived in Shanghai on the 3rd inst. and traversed the settlement making their way along Nanking road towards the country. They presented a dejected appearance says the "China Press," and many wore in an emaciated condition. The clothes were tattered and many were without shoes.

Serious Bill-Jobbing Fraud. A telegram from The Hague to Batavia papers states that a huge bill-jobbing fraud has been committed at Amsterdam by a man called Hiddink, representative of a Mexico syndicate, who has now disappeared. Several firms have been victimized. The total defalcations amount to £250,000.

Rubber in Hawaii. A planter in the above Islands has written to Tropical Life that experimental tappings of Ceara rubber trees out there under official supervision yielded 14 oz. per tree, 6 to 8 years old. This was obtained during the course of a year, each tree being tapped sixty times, or an average of once in five working days. This is very encouraging for the rubber industry in that country, the development of which has been slow, and second to that of sugar, the leading product of the Sandwich Islands.

THE C.P.R. IN AUSTRIA.

Beginning of the New Enterprise.

On Saturday August 17, the Canadian Pacific Railway Company began their service of "observation cars" on the Austrian State Railways. At first blush, says a correspondent of the "Manchester Guardian," this might appear merely a business deal between two great railway companies, which might excite passing comment among business men. A few new cars on a road! What could there possibly be in this development to excite more than transient interest? Anyone who had the good fortune to be present at the opening run of these magnificent cars would realise that a far deeper significance underlay the whole transaction. It is more than probable that remarkable extensions will before long be made in the development of the Canadian system of travel on other European lines, and this can only mean the drawing closer together of the New and Old Worlds, socially, commercially, and—may we add?—politically.

The official reception of the guests of the Canadian Pacific and the Austrian State Railway, who numbered over 400 and represented all the leading European and Canadian newspapers, travelling agencies, and railway companies of Europe and Canada, was of a character to warm the hearts of the most unimaginative. Barge-masters entertained us at Vienna, and at the principal towns we visited, great railway officials and Ministers of State accompanied us on our journeys. The Church was represented by the Archbishop of Trieste and Father Burke from Toronto. Salutes were everywhere fired as if for royalty, and the various municipalities through which we passed vied with each other in extending their hospitality to their guests. But it was the attitude of the inhabitants which was even more significant.

Attitude of the Inhabitants. Through our whole progress, in Vienna, down the Danube, all the way to Trieste, and in fact wherever we appeared, the whole population turned out to do us honour. The loveliest Austrian maidens donned their national costumes and threw us flowers and fruit, and the people fairly deafened us with cheers and our national anthem.

Was this all done merely to celebrate the running of three Canadian cars on a European line? We think not. Mr. W. J. Griffiths, the representative of the Canadian Government, struck the true note in his speech at Semmering when, in answer to the Burgomaster's welcome, he said, "Believe me, every Britisher's wish is for peace, and every interest he has is for peace." Yes, peace which will enable the New and Old Worlds to join hands for their mutual development and advancement.

But what of the cars themselves? They are the "last word" in the luxury of travel. Certain modifications had to be adopted to fit the Canadian model to local conditions—e.g., they are some few feet shorter,—but in all essential particulars they are replicas of the Canadian original. The terrace or annex at either end is so fitted with glass windows that the scenery can be viewed from every direction; indeed from this position a panorama of the whole country through which the train is passing is obtained without effort. The cars are luxuriously fitted, with easy chairs, beautiful carpeted floors, central electric lamps, and movable tables. There is also a library on each car and two lady typists ready with their machines to take down telegrams or letters. The decorations are somewhat ornate, but in good taste, and the windows as large as the stability of the car will allow. Each of these is fitted with a frame of inlaid wood-work, for which the Austrians are justly famous, so that the passing scenery is viewed through settings which harmonise with the natural beauty of the country.

How the C. P. R. Came There. The question which will puzzle many people will be, "How did the Canadian Pacific come to Austria at all?" The main cause, no doubt, is that Austria, though one of the most beautiful countries in Europe, with cities unequalled in their early magnificence, had

hitherto scarcely attracted the ever-increasing number of Canadians and Americans who travel for pleasure to Europe. The extent to which this traffic may grow must be a matter of conjecture, but the Canadian Pacific have the greatest confidence in its future, and their advisers are not people who are in the habit of making mistakes.

One word as to the actual trip undertaken. We arrived at Vienna at eight o'clock on Saturday, the 17th, and were entertained at lunch by the city of Vienna in the magnificent banquet hall in the Rathaus. On Sunday we went to Molk by the observation cars, and then back to Vienna by the Danube, with receptions at Spitz and salutes all the way. On Monday and Tuesday, to Villach via Salzburg and Trieste, a trip up the Adriatic on board the Austrian Lloyd's steamer Helouan, and to Klagenfurt and Semmering on the way back to Vienna. On the 22nd we left for Innsbruck, which we reached the same evening; thence through the Tyrol and Arlberg tunnel to Zurich, and so back to London. The scenery was uniformly beautiful but infinitely varied—the Danube with its wonderful castles frowning down on either side, the Tauern Mountains, with the turquoise stream that flows beneath, and the wilder Tyrol with snow-peaked mountains in the background.

The journey was strenuous; over 4,000 miles were covered in seven days, but it will for ever remain a joy owing to the beauty of the scenery, the hospitality of our hosts, and the enthusiasm of the inhabitants.

DOCK'S 21,000-TON LIFT.

Battleship Raised in Seven Hours.

Complete success attended the Admiralty test of the Midway floating dock at Sheerness. It was a matter of Titanic force overcoming giant bulk.

The battleship St. Vincent, which was selected for the test, does not represent the full lifting capacity of the dock, for, with war stores on board and a full complement of crew, the St. Vincent displaces only 21,000 tons, and the dock is equal to raising 32,000 tons.

With her colours flying at bow and stern, and fully equipped as for war, the warship steamed slowly up the Medway to where the dock was moored with a clear run of water between its 60-foot walls. And then—with four Government tugs to steady her into position—the vessel slid over the submerged structure, of which only the cranes and funnels were visible.

As soon as the great ship had been warped into the middle of the pumps, deep down in the walls below water, were set working. It was not long before the St. Vincent began to rise steadily. Gradually the vivid red of her hull showed through the water, and immediately a small army of shipwrights and riggers from Chatham got to work with wedge and mallet, fixing the first line of timber shores to hold the ship upright.

After five hours' pumping the St. Vincent had been raised 15 feet; and in seven hours the great lift had been accomplished and the ship "at fair and square" on the block without deviating an inch either way. Her length of five hundred feet was somewhat dwarfed by

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for each insertion.

WANTED.

EXPERIENCE OFFICE AS ASSISTANT AND ACCOUNTANT (Englishman) open for immediate engagement. First class references. "J." c/o this paper. Hongkong, 3rd Oct., 1912. 723

LOST.

LAST SUNDAY a black and white Pekingese-Fox terrier, male dog answers to the name "Spots." Liberal reward for any information or for the return of the same to H. O. H. White, Pacific Mail Co. The dog was stolen in Chai-r Road. Hongkong, 5th Oct., 1912. 731

STOLEN.

BRINDLE Boston Bull Terrier Dog. Face Half White, Half Brindle. Reward \$50. Apply to G. K. H. Branton, York Building, Hongkong, 7th Oct., 1912. 735

TO LET.

TO LET. Houses in Austin Avenue, Kowloon. Immediate possession. Apply A. Raymond, c/o S. J. David & Co., Hongkong, 1st Oct., 1912. 712

OFFICES TO LET. First Class, central accommodation, light and airy, on First, Second and Third Floor, in new building being erected for Messrs. WHITEWAY LADLAW & CO., LTD. Entrance from Des Voeux Road. Electric Lift to all floors. Electric Light throughout. The plan can be seen and all particulars obtained at the Offices of Messrs. PALMER & TURNER, Alexandra Buildings, 3rd Floor. Hongkong, 30th Sept., 1912. 708

MODREENAGH, 21 The Peak, for six months from 1st November. Apply Property Office, Jardine, Matheson & Co., Ltd. Hongkong, 3rd Sep., 1912. 630

TO LET LARGE substantially built, Godown situated on water front, East Point. For further particulars apply Property Office, Jardine, Matheson & Co., Ltd. Hongkong, 13th Aug., 1912. 698

TO LET on 2nd Floor No. 2, Pedder Street. One roomed Office. Apply Property Office, Jardine, Matheson & Co., Ltd. Hongkong, 22nd Ma., 1912. 681

the greater length of the dock, which is built to take ships two hundred feet longer.

In all, three rows of shores were fixed along either side of the ship, which has an extreme width of 48 feet, and it was observed that the dock allows for a further expansion of beam in ships of the Dreadnought class, which have already outgrown the capacity of most of the masonry docks round our coast.—Exchange.

Forged Notes at Rangoon Races. A sensation was caused at the Rangoon races on the evening of September 21 by the passing of four forged currency notes for Rs. 1,000 each, by four persons of different nationality, to four book-makers. The sensation, it appears, was intensified the following day by the arrest of W. G. Henderson, Inspector of Excise, son of the late Superintendent of Police, who is charged with being responsible for passing them. The forged notes are very fine specimens, all dated October 10, 1907, and appear to have been made by a photographic process.

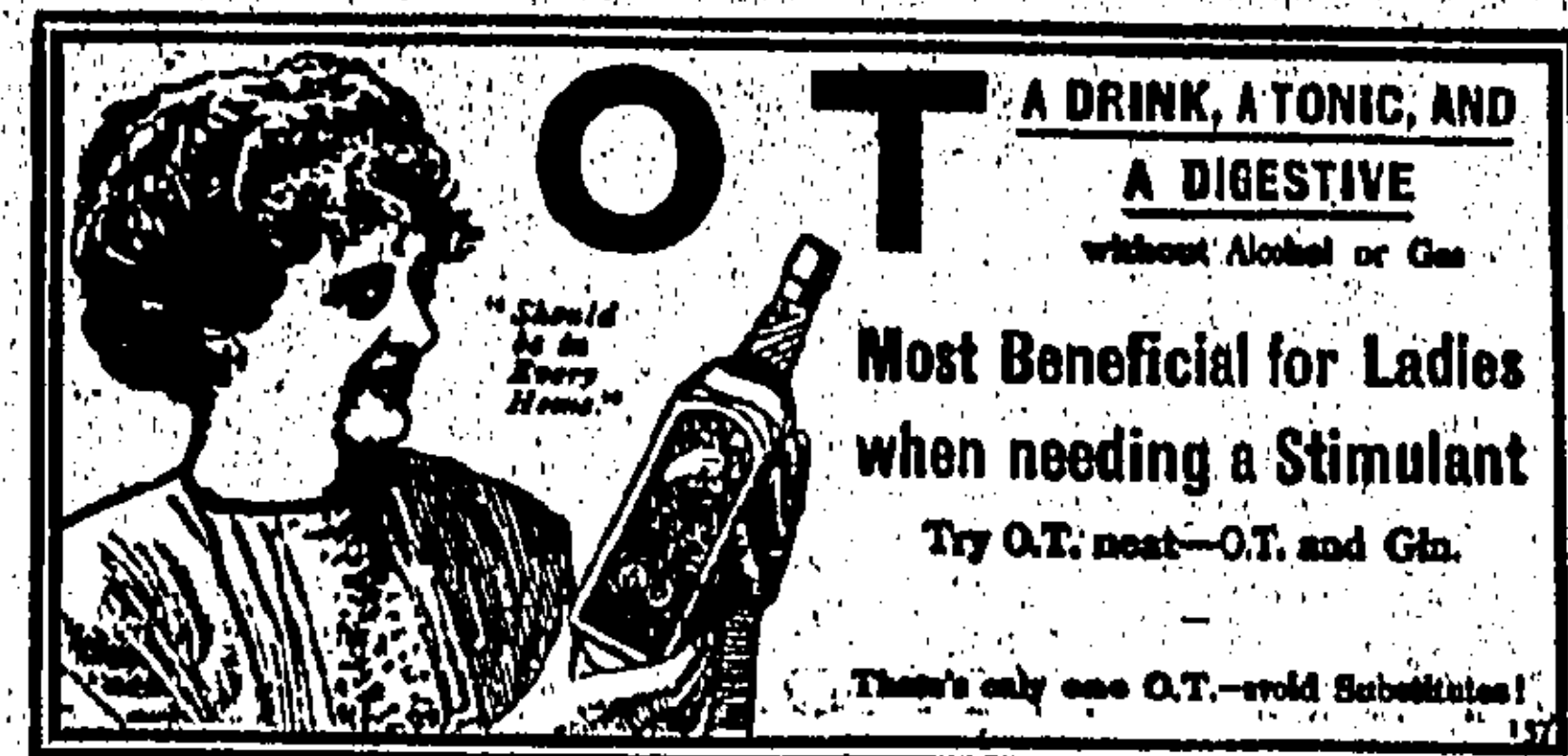
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HOW TO DRINK O.T.

Add a small quantity of O.T. with crushed ice if desired, to any aerated beverage to improve the flavour and form a blend that is most grateful and more powerful in allaying thirst. A small quantity of O.T. improves the flavour of whisky or gin in a remarkable manner and lessens the intoxicating effects.

A MORNING PICK-ME-UP.

O.T. is invaluable as a morning "Pick-me-up." O.T. and Hirano will be found a satisfactory "Square-up." It is wise to always keep a bottle in the home.

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FOR HONGKONG AND SOUTH CHINA.

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Selected after competition with all other systems by the Advisory Board to His Majesty King George V as the sole reinforcement to be used in the construction of the New Water Works for Windsor Castle.

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By the OXY-ACETYLENE SYSTEM.
Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.
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787ft. by 28ft. by
34ft. 6in.
Pumps empty Dock in
24 hours.
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for painting ships with most efficient results.

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50-TON HYDRAULIC TESTING MACHINE FOR CRANKS, WIRE ROPE, RIVETS, ETC.
Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.
DOCKYARD MANAGERS, Mr. J. B. BARR, can be seen between the hours of 11 A.M. and Noon.
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AT THE TOWN OFFICE.

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Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

(Payable in Advance.)

By Order, "HONGKONG TELEGRAPH."

BIRTH.

CARTER.—At Alder-edge on October, 7th the Wife of William Leonard Carter of a Daughter.

The Hongkong Telegraph.

HONGKONG, WEDNESDAY, OCTOBER 9, 1912.

AUSTRALIA AND MILITARISM.

It can scarcely be regarded as a sign of Australia's national health that, as we reported on Monday, about ten thousand of her young men are prosecuted every year for refusing to drill. It is to her greater colonies—Australia, Canada and South Africa—that England naturally looks for support in time of war, for there she expects to find greater energy, physical strength and resourcefulness than the mother country has to offer. It is commonly felt at home that men from these colonies come of stocks that are less weakened by over-crowding and by an artificial form of living than those from which the ordinary English soldier or sailor has sprung; that a life of "roughing it," a daily contact with nature, and the whole environment of a country not over-built, or over-populated, must necessarily produce types more virile than any that England has to show. And all this is true enough—so long as it is applied only to the men from the outlying parts.

But of these ten thousand recruits, somewhere about half come from Sydney alone; and here we have the kernel of the whole matter: that whether the great town be Sydney, London, Montreal or Capetown, it cannot hope to produce muscle and nerve and moral grit to the extent afforded by districts where men earn their living in the open air and away from the nerve-destrating enticements of our modern "civilisation." Sydney is a city with a population thereabouts equal to that of Liverpool, so that there is really no reason why the men hailing from there should be healthier in body and mind than those born and brought up in Liverpool or Bristol. The unhealthy body is useless from a military point of view, while to the unhealthy mind, loyalty to King and country is all too often an impossibility. It is in the great and crowded industrial centres of England (always excepting London as a whole) that the old honest reverence for the Crown is most lacking; not—as the apologists for socialism would have us believe—necessarily because it is there that men are most brought in immediate touch with the harsher facts of existence, but rather because the more densely populated the town, the more non-natural are the conditions of life and, consequently, the less readily may we look to find that wholesome state of mind on which a pure loyalty depends.

Were the facts closely examined, we should probably find that the bulk of the remaining five thousand offenders also belonged chiefly to the towns, and that they were following some occupation not tending to the proper development of soundness of limb and brain. A month or two ago, one of our telegrams stated that several Australian recruits had refused to serve, on religious grounds; and many others have since made a sham and sickly humanitarianism their stumbling-block. If this spirit be the outcome of the civilising process, then it is high time that men fell back again to their old savagery. The days when modern fads and "isms" were unknown perhaps gave the world what we should now term ruffians; but those ruffians, at least men; they won our battles for us, they took the rough with the smooth, and they knew as little about humanitarian doctrines and "moral suasion" as they did about strikes and trades unions. Sure they were no drawing-room ornaments, and they called a spade a spade; but they would have scorned to invent cheap excuses for not serving their country, and would have shunned—or shot—any one of their number who talked of peace when war was in the air.

DAY BY DAY.

The society of good women is the most educative process through which a man pass.

Before her Time.

The S. S. Anhui, with the Siberian mails on board, arrived this morning—a day earlier than expected.

Chief Justice Leaves.

His Lordship, the Chief Justice, left to-day for Shanghai by the French Mail and returns to the Colony on the 17th instant.

Arrived to-day.

Mr. G. M. Gantvoort, manager of the Batavia Hotel, arrived in Hongkong by the French Mail, and is staying at the Hongkong Hotel.

Missing Money.

A Chinese has reported to the police that he was either lost, or had stolen, from his pocket, a bank draft for \$400, and a money order for \$170.

Loss of Clothing.

A passenger from a junk has reported that someone went on board the junk and stole boxes of clothing belonging to three passengers, valued at \$800.

Spilling the Landscape.

A fine of \$3, or in default five days, was imposed on a man at the Police Court, this morning, for cutting branches from trees without permission.

Mace for Hongkong.

A sum of \$600 is set aside in estimates for next year for a silver mace to be used on ceremonial occasions in connection with the Supreme Court.

Removal of Ceilings.

To permit of the continuance of the policy of removal of ceilings as a plague preventive measure, a sum of \$10,000 is included in the Sanitary Department estimates for next year.

Mr. Gardiner's Return.

Mr. J. H. Gardiner, solicitor, has returned to the Colony from England by the S. S. Iyo Maru. He was met by a large party of friends. Mr. Gardiner was two months at home.

Chinese Police Allowances.

The Hongkong Government has decided to grant house allowances to married Chinese police sergeants and constables in future, a sum of \$1,824 being allocated for that purpose in the estimates for 1913.

Sequel to Assault.

Before Mr. C. D. Melbourne, at the Police Court, this morning, a man was fined \$1, or in default five days' imprisonment, and bound over to keep the peace for six months in a personal bond of \$25, on being found guilty of assault.

An Effective Fright.

A man who reported to the police on Saturday last that a man with whom he had entrusted \$100 to execute a commission had misappropriated it, now states that the money has been forthcoming and he only reported it so as to frighten the man.

Tracking Down Mosquitoes.

A sum of \$600 has been set aside in the coming year's estimates as allowance to a sanitary inspector for assistance in the collection of mosquito specimens in connection with the investigation which is being carried out by the Bacteriologist to ascertain whether the yellow fever mosquito is present in Hongkong.

Inducement to Birth Registry.

With a view to the improvement of birth statistics it has been decided by the Hongkong Government to appoint the clerks employed in the Chinese public dispensaries as district registrars of births, and to grant them a bonus of 20 cents for each birth registered. A sum of \$400 is set aside for this purpose in the 1913 estimates.

Field Firing.

Field firing will be carried out by the 25th Punjab on the 14th, 15th and 16th of October, from 7 a.m. to 12 noon daily. The firing will be carried out in the hills a mile to 1 mile N. W. of Lai-chi-kok, and will be in a North Westerly direction.

The Unit concerned will post sentries as may be necessary to keep the ground.

MANILA MERCHANT.

Discusses China and Financial Affairs.

One of Manila's business men, who has just arrived from the Philippines, and who is looking into the prospects of opening a branch of his business in Hongkong, was interviewed by a "Telegraph" representative to-day.

"The first and foremost question," he said, as a preface to his remarks, "is China and Chinese affairs. Since my last visit here a year ago I notice chiefly the apparently eager desire of the Chinese to learn the English language. They are taking much more trouble and interest than I have ever seen, and it is not only among the higher classes, but among the 'boys,' hotel clerks and others of a 'lesser degree.' This, in itself, is a sure sign of the valiant efforts that the Chinese are making to keep to the fore, realizing in their own clever way that the knowledge of our language spells power, influence and the resultant financial benefits.

"Trade conditions in the East have, to my mind, vastly improved in the last two years; the reason that I assign for it is that the young Chinese, that have been educated both in Europe and America, have been returning to China in large numbers, and are rapidly dispelling the old notions that their parents and relatives have held for centuries. These old-fashioned folk, who once upon a time, (and not so long ago) thought that foreign wares, particularly mechanical devices that are manufactured abroad—were evil things, and therefore to be strictly avoided, are now being replaced by the well-educated, broad-minded younger generation.

"In consequence Eastern trade is rapidly forging ahead, and I firmly believe that China will be the scene of great activities within a few years."

When asked his views about the possibilities of Foreign Intervention, he said:

"If the Powers wait until this time next year there will be no intervention."

The gentleman in question anticipates that western capital will come to China's aid.

"I can affirm," he said, "that the Western Bankers are a power, and a strong one, in matters financial. This is well illustrated by their prospective loan of \$5,000,000 (gold) to the city of Canton."

"With the opening of the Panama Canal the Western section of the United States is bound to become more and more independent of Eastern capital, and as the West is nearest to China it will therefore be affected sooner by affairs—either good or bad—of the Far East."

"I have just come back from Canton, where I have interests, and I was particularly struck by the lack of attention that is paid to the production of really good, wholesome vegetables. There is undoubtedly a big market for the ordinary garden truck—a clean sort. And the market is not for Hongkong alone, but for the enormous amount of shipping that passes through the port year in and year out."

"The Chinese farmer does not seem to realize the great possibilities of a larger profit from the raising of useful vegetables and fruits, although the soil is perfectly able to raise almost anything."

"With regard to the Philippines, and its progress, I can only say that we hope that Roosevelt will be elected. If he is, the present regime will be followed, and Governor Forbes will be left in the position that he now holds—that of the Chief Executive of the Islands. Roosevelt and Forbes are men of the same stamp; energetic, purposeful and successful."

"Yes, I think the idea of having an exhibit of articles of Philippine manufactures here in Hongkong, an excellent one. The only thing that is needed to make it an absolute success is that some live persons must be placed in charge, who both can and will explain the resources of the Islands intelligently—not merely 'yes, sir,' and 'no, sir.' If this is arranged for, I feel sure that many people will visit the Islands, who would otherwise pass them by."

THE CAMP TRAGEDY.

Slaying of a Sepoy in Baluchistan Infantry.

At the Police Court, this afternoon, Pte Sarfaraz Khan, of the 126th Regiment A Co. Baluchistan Infantry named Maya Dad Khan, on Sept. 28th.

Mr. Hodgson (Assistant Crown Solicitor) who prosecuted, said the defendant in this case was charged, he was sorry to say, with the serious crime of the wilful murder of a sepoy, in the 126th Baluchistan Infantry, named Maya Dad Khan. The defendant was also a sepoy in the same regiment, and the regiment, or part of the regiment—he did not know whether or not the whole—were quartered in camp, at Sha Kong-miu in the new Territory on the 28th of September. About 10.40 p.m. the defendant shot the deceased who was lying at the time on his charpoy. He would call witnesses and the first witness would tell the Court that he was awakened by the shot by which the deceased met his death. The defendant was standing with his rifle in his hand and with his bayonet fixed. The defendant ran away and witness ran after him, caught him up and made a dash at his feet. He seized him by the feet and at the same time the defendant endeavoured to shoot him. At all events a shot went off and went by the head of Subadar Zarin Khan's (witness) head, and narrowly missed him. The subadar, after falling, grazed his head against the bayonet fixed to the rifle held by the defendant. Another witness he would call before the Court named Jemadar Mahomed Aslam Khan, would corroborate the first witness. He would tell the Court that he seized the defendant by the head and held him. Another man assisted them in securing the defendant. The defendant's rifle was taken from him and given to a witness and the defendant said at the time that he was being secured to subadar Zarin Khan. "You are very lucky; I fired two shots at you and you have escaped. Go and look at Maya Dad who I have killed." Before the defendant was secured he had fired in all three shots; who the third was meant for he (Mr. Hodgson) did not know. As to the words spoken by the defendant there would be corroborative evidence by the other witnesses there at the time. Defendant had, he believed, pleaded guilty in that Court, but he would have to put the evidence before his Worship.

Mr. Melbourne:—I must take the plea Mr. Hodgson; he pleads guilty, I have to do that.

Mr. Hodgson:—Very well, your Worship. I must take the evidence here; and you have no option but to commit him to the Criminal Sessions, this month, where he will be, of course, defended. I will call before you first of all Subadar Zarin Khan.

Subadar Zarin Khan then gave evidence bearing out Mr. Hodgson's opening statement.

Defendant said "I did not fire at him."

Jemadar Mahomed Aslam Khan then gave evidence and said he pressed the defendant's head down whilst his rifle was taken away. The rifle was like the one produced. The subadar said to him "See, who he is." He turned his face round and he said "Sarfaraz." Defendant then said "You people are lucky, go and see Maya Dad?" He gave the rifle to Lanos Naik Mahomed Rajab. Sentries were left in charge of the dead man.

Capt. J. O. Greston attended on behalf of the Military Authorities. The case was proceeding as we went to open.

FOUND HIS WIFE.

And Then Stabbed her with a Knife.

A man was charged before Mr. C. D. Melbourne, at the Police Court, this morning, with assaulting his wife and stabbing her with a small pocket-knife.

The complainant said she had come to Hongkong from the country to look for her husband, and when she found him he cut her with the knife.

The defendant alleged that his wife went away with two men and when he found her she assaulted him.

A fine of \$10, on in default fourteen days, was imposed; and defendant was bound over in a personal bond of \$100 to be of good behaviour for twelve months.

ATTEMPTED BURGLARY.

On Saturday evening a lady and gentleman inhabiting a flat near Robinson Road were seated at dinner when they heard a slight noise in the bedroom adjoining. The owner of the flat hurried into the bedroom, found the door of a wardrobe standing wide open and a Chinese in the act of crossing the verandah. Before he could be reached, the uninvited visitor had dropped from the parapet and made his escape, and nothing has been heard of him since. This is the second time recently that a burglarious attempt has been made on these particular premises.

Whoever the would-be thief may have been, he appears to have known that the occupier of the flat was in the habit of keeping money inside the wardrobe; and had he not been interrupted, he would have landed on a small haul; for only half an hour previously, a hundred dollar bill had been placed within the wardrobe.

UNLAWFUL POSSESSION.

Two men were charged at the Police Court, this morning, before Mr. C. D. Melbourne, with being in unlawful possession of a pair of field glasses, a pair of scissors, a black razor, a black comb and a hair brush, the property of Mr. Elwes, at Upper Station Street, on 25th September.

Inspector Murison explained that the police were not prepared to go on with the case that day as Inspector Watt was still in Macao, and they were now waiting for papers from the Macao Authorities concerning extradition. He asked for a remand.

A remand for a week was granted.

OPIMUM SELLING.

At the Police Court, this morning, before Mr. E. A. Irving, a man was charged with unlawfully selling opium.

According to the evidence of an informer, he went into the defendant's place and bought opium worth \$5.20. He gave the defendant the money and the latter brought the opium from the kitchen. Witness gave him \$16 at first but defendant only allowed him to have \$5.20 worth and brought the change back.

Why did you only buy \$5.20 worth?—He said he could give me a hundred pots if I wished.

Then why did you only buy \$5.20 worth?—At the time he had only this amount. I took the opium and came downstairs.

Defendant denied the charge, stating that though he was the principal tenant of the place he had nothing to do with the opium.

A fine of \$200 with the alternative of two months was imposed.

Valuable Old Paper.

In the customs station of Newchwang for 1911 there appears as a separate item under the heading of paper an importation of 4,211,372 pounds of old newspapers, valued at \$71,138. This is a new feature. These old newspapers, which appeared to be mostly British, are in extensive demand in the Newchwang district for wall paper for native houses and cottages.

NOTES AND COMMENTS.

The Ceiling Controversy.

In glancing over the draft estimates for the coming year we observe that a sum of \$10,000 has been earmarked for special sanitary expenditure "to permit of a continuance of the policy of removal of ceilings as a plague preventive measure." His Excellency the Governor did not apparently think the matter of sufficient importance to mention in the course of his Budget speech, but to our way of thinking it deserves the most serious consideration before being finally approved by the Council. Again and again have we adumbrated on the matter, and the line we have always taken is that before further money is expended along this line there should be absolute proof—not a mere opinion—that the removal of ceilings actually does produce the effect claimed for it. We know it to be a drastic, and in many instances a harsh, method. But is it remedial? We have our doubts on the point, and we would like those doubts dispelled by an authoritative statement from a source which would inspire respect and trust. It is to be hoped that the Unofficial Members of Council will press for such a declaration at the next meeting of the Council, when the estimates come up for approval or otherwise.

Proof Wanted.

We proposed to keep hammering, from time to time, at this and other subjects, until something is done. (Care as regards the finances of the Colony is as necessary to-day as ever it was—perhaps even more necessary; and a special expenditure of \$10,000 should not lightly be passed over except there is clear and undeniable evidence that the return justifies it. No private undertaking would face, year in, year out, a considerable expenditure which did not unmistakably produce results; and we cannot see that what applies to a private concern should not apply with equal force to communal expenditure. No one will grudge the spending of \$10,000 if good work is the outcome. Spend a \$100,000 if the disease is being beaten; too much cannot well be spent on a good work. But prove first that it is a good work. Surely there is nothing unreasonable in that attitude.)

Professor Skeat.

The literary world is all the poorer to-day by the death of the Rev. Walter Skeat. He had become an institution; was, in fact, a man in years and one of the world's recognised authorities on early English literature when the new generation of professors was in the nursery. In addition to the enormous pile of technical matter—glossaries, grammatical and etymological treatises etc.—which stands to his name, the books which he edited or translated form almost a library in themselves. Of the Early English Text Society's publications he edited at least ten, and those included some of the most difficult to handle: notably Barbour's "Bruce"; and one of the most beautiful—"Piers Plowman."

A Rare Type of Scholar.

Professor Skeat was one who worked "for the joy of the working." An artist to his finger-tips. To him the old legends, that hail from sources too remote for discovery, and that formed almost the sole light, reading of medieval England, were something more than interesting problems for grammarians to probe. Lancelot, William of Palerne, and Havelok the Dane were to him real persons; the search for the Holy Grail was a reality, having an actual and definite influence on men's souls and characters. Yet the artist in him could—always—be made subservient to the scholar pure and simple, as witness the readiness with which he could turn from his almost ecstatic contemplation of the old romances to the comparatively dry and uncoloured facts of Anglo-Saxon grammar and construction. This aptitude he owed largely to his early mathematical studies; (it seems not to have been generally known that Professor Skeat was a wrangler; and was, for two years, Mathematical Lecturer at Christ's.)

CHINESE PRODUCE TRADE.

Association of Exporters and Dealers of Hongkong.

Yesterday afternoon a meeting of the members of the Hongkong Chamber of Commerce was held for the purpose of considering the proposed rules for the newly formed Association of Exporters and Dealers of Hongkong, and to elect a committee.

The Hon. Mr. C. H. Ross presided over a moderate attendance.

The secretary, Mr. E. A. M. Williams, having read the notice convening the meeting, the chairman said:—Gentlemen,—The chairman of the Chamber of Commerce has asked me to act in his place to-day as chairman of this meeting, and I trust this arrangement meets with your acquiescence and approval. This meeting is the outcome of the resolution passed by you on the 3rd of July last, when it was decided that it is expedient to form an Association of Exporters and Dealers in Chinese Produce. Since that date the Provisional Committee has carefully deliberated on the matter, and, before addressing you further, I will ask Mr. Bovington, the chairman of that committee, to report to you what has been done.

Reasons For Formation.

Mr. Bovington:—Mr. Chairman, gentlemen, I shall be glad if you will give me your attention so that I can try and endeavour to put before you some of the reasons which have led up to the question of the forming of the Association of Exporters and Dealers in Chinese produce in Hongkong. Some considerable time ago, a new form of contract was suddenly introduced by the cassia dealers, the terms of which were such as to make it impossible for exporters to accept the contract. As a result of this form of contract being put forward, a meeting of some of those interested in the trade was held, and the matter was laid before the Chamber of Commerce. It was, however, chiefly put forward with a view to obtaining a standard form of contract, and at a public meeting held at the City Hall on the 24th July 1911 it was unanimously decided that it was in the interests of all concerned that a standard form of contract should be adopted which should guard equally the interest of exporters here and dealers in Chinese produce. You will I think agree with me that no firm who intends to do business in a straight forward manner can have any objection to such a form of contract.

For the Benefit of all.

A sub-committee was elected at the meeting to which I have referred, to go into the question and draw up a report to submit to the Chamber of Commerce Committee. It was agreed that at present at any rate the standard form of contract should remain in abeyance until such time as Canton was prepared to join in with Hongkong when the question will be raised again and considered by a meeting of the members of this Association. During the course of the meetings of the sub-committee it became very evident to them that it was most important that an Association for the purpose of looking after the interests of those merchants in Hongkong interested in Chinese Produce should be formed. It was also agreed that as this Association was for the benefit of all concerned, the Chinese merchants should specially be asked to join. A meeting to consider the question of forming an Association was held here on 24th July this year, when I endeavoured to specially bring to the notice of all concerned in Chinese Produce business that we hoped and desired that all would be members of the Association if formed, and the Chinese merchants were also asked to nominate their representatives.

The Chief Idea.

The secretary wrote to the Chinese Commercial Union in regard to the matter and Mr. Van Andel and myself attended on two occasions, but I regret to say that results were not very satisfactory as the Chinese Commercial Union did not apparently see its way to nominate representatives. A meeting of the pro-

visional committee was held and it was decided that under the circumstances the best thing to be done was for the committee to write to some Chinese gentlemen engaged in produce business and ask them to take a seat on the committee. Only one representative of the Chinese Community has joined the committee, Mr. Un Kam Wa, and I would like to take this opportunity of expressing on behalf of myself and the Committee our thanks to Mr. Un for all the help he has given us. I have been several times asked as to the use and reason of the formation of Association. I would say that our chief idea is not that the interest in the Chinese Produce trade in Hongkong may come together and work harmoniously, and, by means of the Association, Hongkong merchants should be in a better position in connection with arranging with Home Associations and Guilds in China as to terms of contract and other matters of mutual interest. I think you will agree with me that matters taken up by an Association are more likely to receive more consideration from Home Associations and Guilds rather than if the matter was taken up by an individual firm.

Association's Usefulness.

Another way in which the Association will be useful to the members will be that they can always put before the Association any questions of contracts, buying, selling, etc., in which they may be personally interested. It is proposed that the names for the members of the Hongkong Association should be supplied to the different Produce Associations and also to those Guilds with whom it is found possible to work harmoniously and that it be suggested to such that their members should only deal with the members of the Hongkong Association. I do not at present think that it will be possible to make any hard and fast rule in regard to this, and it would be better to leave this matter over for the present until we can see how the Association works.

I think you will all agree with me that we can look forward with a certain amount of confidence to a considerable increase in the trade in Chinese Produce, in view of the present spirit amongst the Chinese of building more railways and opening up the country and providing better means of transport.

It is also proposed in connection with this Association that other Chambers of Commerce should be approached with a view of affiliation especially those in China so that in time there would be a standard set of rules and regulations governing the different Association in China.

In Hongkong we have I think practically all nationalities represented, and to one and all engaged in the Produce business in South China I would say "Come and join the Association, and by so doing you will become a member of what I hope will be a powerful Association, using its power for the good of the members thereof." I would specially like to emphasize the fact that the idea of the Association is for the benefit of all the members of whatever nationality and not for any particular member or members thereof.

Rules and Regulations.

The Chairman—Gentlemen,—Mr. Bovington has very clearly explained to you what has been done since the meeting of 3rd July last, also the main objects for which this Association is being formed and I feel sure we are all deeply indebted to those gentlemen who have given up so much of their time in considering and framing the proposed Rules and Regulations which are to govern it, and which are today to be submitted for your approval. You all have before you a copy of these proposed rules, regulations and bye-laws, which I may mention have been submitted to and approved by the General Committee of the Chamber of Commerce. Slight changes are suggested in Rule 6, which it is proposed shall read:—"The Committee shall consist of not less than seven and not more than eleven members, of which, etc.," instead of "shall consist of nine members, etc." and in the last sentence of the same Rule, substitute the word "may" for "shall."

(Continued on page 10)

VOLUNTEER ORDERS.

Corps orders issued by Major D. Macdonald announce that parades will take place at headquarters at 5.30 p.m. as follows:—

Artillery Battery:—Tuesday 15th. Specialists: Wednesday 16th. Gun Drill under Co. Officers: Friday 18th. Specialists: Saturday 19th. 2.30 p.m. Musketry: Sunday 20th. 9 a.m. Musketry: K. P. Range, Trained men.

Engineer Company:—Tuesday 15th. Instruction in Musketry: Wednesday 16th. 9 p.m., Technical Instructions at West Fort Kowloon: Friday 18th. Somap-hore Signalling.

Machine Gun Company:—Tuesday 15th. Instruction in Musketry: Wednesday 16th. Machine Gun drill and Mechanism: Friday 18th. M. G. Drill and Range finding.

Note:—Members attending Infantry N. drill, Musketry Instructions etc. must bring their own Rifles to drill in future. No Rifles will be lent from the armoury.

Parades:—Monday the 14th inst. being a General Holiday, the parades notified in schedule of drill are hereby cancelled.

Government Notification, No. 300: His Excellency the Governor has been pleased to appoint Mr. Robert Hall to be a Lieut. in the Engineer Co. with effect from the instant.

Joined:—The undermentioned members having joined the Corps are allotted Corps Nos. and posted as follows:—No. 1362 Pte. W. Schofield to Scouts Co. No. 1363, Pte. A. E. Martin to Scouts Co. No. 1364, Gr. S. Helms to 10 pr. Section.

Resigned:—Pte. A. E. Keen is permitted to resign on leaving the Colony.

TOO MANY PASSENGERS.

This morning, at the Marine Court, before Commander C. M. Beckwith, R.N., P. O. Eastley charged Chan Tsung, a boat-woman, with carrying fourteen passengers in excess of the number allowed by her licence in Victoria Harbour on Oct. 9.

Defendant pleaded guilty and was fined \$10.

L. S. Thompson charged Ng Kam Fat master of the s.s. Tai-koo Koon, with unlawfully blowing the steam whistle of his vessel, other than for the purposes of navigation, at 12.15 p.m. on Oct. 4, in the waters of the Colony.

The defendant was fined \$2.

DIVAN KEEPER FINED.

No less than twenty-two men were brought before Mr. C. D. Melbourne, at the Police Court, this morning, charged with smoking opium in a divan at Yaumatei. A man was also charged with being the keeper of the divan.

It transpired that the house in which the defendants were found was licensed for the sale of opium but the man charged with being the keeper was not the holder of the licence.

The keeper was fined \$100, or in default six weeks' imprisonment. The smokers were each fined \$3.

A CAUSE OF FEVER.

Before Mr. C. D. Melbourne, at the Police Court, this morning a man pleaded guilty to a charge brought by the Sanitary authorities of allowing mosquito larvae to accumulate on his premises.

An Inspector said there was one receptacle containing a large quantity of larvae, and he had cautioned the man over it.

In fining the man \$10, Mr. Melbourne remarked that the practice was the cause of much fever.

Deepest sounding on record.

The German survey ship Planet sends word from the Pacific, says the New York Sun, that she has made the deepest sounding thus far taken: About forty sea miles off the North coast of Mindanao, the largest and the most southerly of the important islands of the Philippines, the Planet found a depth of 32,078 fathoms. In other words, the Pacific where the sounding was taken has a depth of 3,07 miles, exceeding by 482 feet the greatest depth hitherto known.

NO MORE ROTTEN SHIPS.

Some Lessons from Recent Disasters.

Pharaoh may have had the best possible intentions with regard to the ultimate fate of the Children of Israel, but nobody can deny that the plagues helped him to carry out his embryo benevolence much more thoroughly and much more expeditiously than he would have done had he been left to himself to benefit by the unceasing labour of the Israelites in his fields and brickyards. And so we feel with regard to the Board of Trade and the masters of the Marine Department, i.e., the shipowners and shipbuilders. Their intentions with regard to safety at sea, and the lives of the passengers and crews of the vessels under their supervision, may be excellent—they have been outwardly so for years; but we confess to a very considerable doubt as to whether anything really tangible is going to result in the way of giving to every seafarer a reasonable chance of life.

While hoping for the best from the shipowners, we are very strongly of opinion says the "Review of Reviews" that no time should be lost in forcing them to do right. Otherwise they will harden their hearts again, trusting that the disaster of the Titanic will have been, not forgotten, but relegated to the past, and nothing will be done. The general public, even the travelling public, is unorganised, and therefore without much chance of being really potent. There is no same trade union of ocean passengers! If there were, the reasonable ideal of every passenger a chance of life would be more easily attempted. As it is, we find that even on the Olympic, sister-ship to the Titanic, passengers are struck by the almost callous and ostentatious manner in which the White Star Line are not carrying out those pitifully inadequate measures of safety which the lurid glare of disaster has forced them to take. We have always avoided any semblance of bias or of animus against one steamship company or another, but if what we hear of the Olympic is true, we can only say that passengers would do well to boycott the White Star Line in future. Beyond this we would strongly advocate combination amongst those who have suffered bereavement owing to the loss of the Titanic, in order to take to the last farthing the limited compensation which the owners are liable to pay. Not to do so would serve no good purpose, while there is no doubt that it is from the financial side that the question of safety at sea is to be attacked. It is the pocket which has brought things to the present pass; through the pocket they must be altered.

The Passenger.

But the passenger is difficult material; he is here to-day and there to-morrow. He has his prejudices, largely dependent upon the measure of comfort and attention of the differing lines and vessels he happens to patronise; in short, he desires safety, but only becomes an active factor in the struggle to secure it at irregular intervals. The passenger is the guerrilla of the movement. What of the regular forces? The sailors and the firemen are organised in trade unions and can be counted upon, since their unions are run on sane lines, and there are men like Father Hopkins directing them. But any action on their part has always been without the proper result, since the captains and officers have not been united. These sea-officers, badly paid and under as complete a system of compulsory silence as the strictest Trappist community, have until now not dared to take any real part in the struggle for efficient conditions on the sea. And yet they hold the situation in their hands. It may be possible to work an Insurance Act without doctors, but it is impossible to work a ship without officers.

Union of Masters and Mates.

We are therefore immensely relieved to learn that a "National Union of Masters and Mates" has come into existence, and that under auspices which seem to promise well for successful results. These responsible for its inception have grasped the fundamental principles of sane trade unionism, and the union is making great headway. This Union, although

(To be continued.)

LOCAL SPORT.

Golf Championship Draw.

The draw in the competition for the championship of the Royal Hongkong Golf Club took place on Saturday evening at the club house at the Happy Valley and as a result some interesting games are expected. The Rev. Foster Pegg should meet Mr. W. Walkinshaw in the third round and if present form is anything to go by the two will put up a very good fight. Both are in fine form at present. The first and second round are to be completed by Oct. 29, the third by Nov. 3, the semi-final by Nov. 10, and the final by Nov. 17. The result of the drawing is as follows:—

First round:—Mr. J.H.T. McMurtrie v. Mr. O. Beath.

Second Round:—Mr. R. O. Hutchison v. Mr. McMurtrie or Mr. Beath; Mr. A.H. Ferguson v. Dr. Lindsay Woods; Mr. J. L. Crockett v. Mr. K. M. Cumming; Major Waring v. Major Caulfield; Mr. M. A. Murray v. Mr. E. Davidson; Mr. A. W. Walkinshaw v. Mr. G. S. Archbutt; Mr. A. Ritchie v. Mr. B. M. Smith; The Rev. Foster Pegg v. Mr. F. Sutherland.

Hockey Club Meeting.

Yesterday evening the annual meeting of the Y.M.C.A. Hockey Club was held in the Y.M.C.A. rooms when Mr. Sykes presided. The report and accounts which were presented to the meeting showed that there was a balance in hand of \$28.75.

Though the work of the team was not so successful as it might have been last year, it was decided to run the team again with the alteration that players, who were not members of the association, could be invited to play by the committee, but would have to pay a larger subscription.

The following officers were elected:—President, Mr. H. Sykes. Hon. treasurer and secretary, Mr. L. Le Breton; Captain, Mr. W. H. Viveash; vice captain, Mr. R. C. Barlow; and to complete the committee, Mr. F. G. White.

To-day's Advertisements

LOST.

LOST, a Japanese dog, black and white. Please return to S. D. Sehn, 8 Glenville Avenue Kowloon. Hongkong, 9th Oct., 1912. [743]

WANTED.

WANTED.—English mistress for Diocesan Boys' School. Apply to the Headmaster. Hongkong, 9th Oct., 1912. [741]

SOCIETA NAZIONALE DI SERVIZI MARITTIMI.

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

(Taking Cargo at through rates to Port Said, Messina, Naples, Genoa and Leghorn, also Venice and Trieste, all Mediterranean, Adriatic, Barcelona, Valencia, Alicante, Almeria and Malaga, Lorient and South American Ports up to Callao.)

THE Steamship

"ISOHIA,"

Capt. Balisti, will be despatched as above on SATURDAY, the 12th inst., at Noon.

For further particulars regarding freight and passage, apply to CARLOWITZ & CO., Agents.

Hongkong, 8th Oct., 1912. [742]

NOTICE TO CONSIGNEES.

FROM KOBE AND MOJI.

THE Steamship

"THONGWA,"

having arrived from the above ports, consignees of cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge will be landed at consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DAVID SASSOON & CO., LD. Agents.

Hongkong, 9th Oct., 1912. [744]

BANK HOLIDAY.

IN accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be closed for the transaction of Public Business on MONDAY, the 14th inst. Hongkong, 9th Oct., 1912. [744]

DAIRY FARM NEWS.

CORNEB BEEF.

One man's meat is another's poison. The King's

Fool may demand pheasants' tongues for

breakfast whilst most of us are well satisfied

with Corned Beef and Cabbage for a change—

if it be good and well cooked! It is a dish

for live men not for mummies.

September 24, 1912.

ACKERMAN LAURANCE'S

DRY ROYAL.

For the best value

in

SPARKLING WINES

GARNER QUELCH & CO.

SOLE AGENTS,

Tel. 336.

S.O.A.E.O.

FAR EAST OXYGEN AND ACETYLENE CO., LTD. AUTOCENOUS WELDING.

Repair of boilers and tanks, welding of cracks. Rewelding of cracked pipes by addition of metal. Welding of broken pipes of any kind of metal. OFFICE: 21, Canton Road, Hongkong. Telephone No. 114. [740]

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1, WYNDHAM STREET (Flower St.) ESTABLISHED 1900. [43]

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PERFECTION SCOTCH

Has a World

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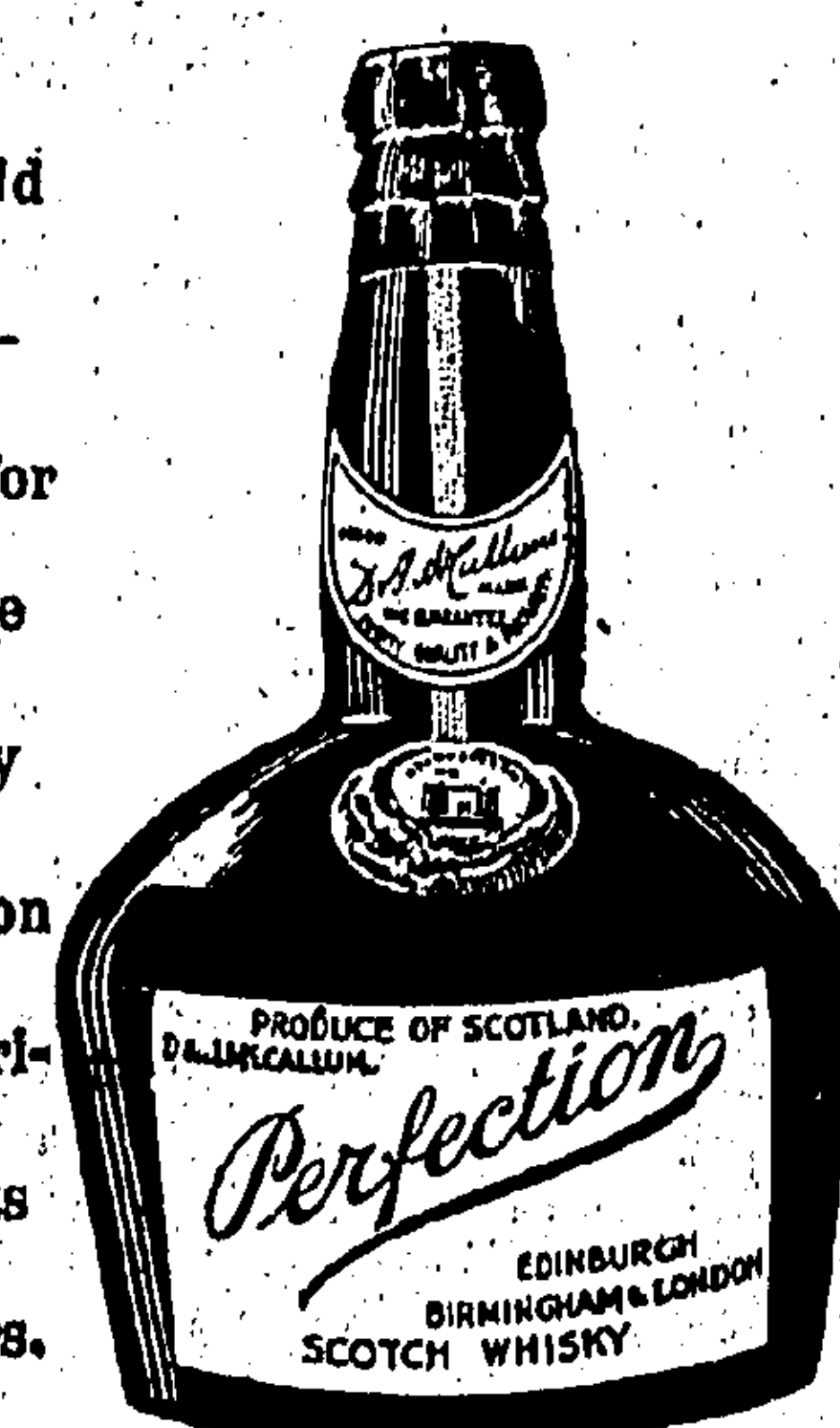
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Is free from

the smoky

taste of

Ordinary

Scotch and

possesses

A body and

smoothness

of flavour

that cannot

be equalled.

Consistency of Quality Guaranteed.

Price per doz. Quarts, Duty paid \$21.00.

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GANDE PRICE & CO., LTD.,

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12, Queen's Road Central, Hongkong.

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Telephone No. 145.

Shipping

CANADIAN PACIFIC RAILWAY COMPANY'S.
ROYAL MAIL STEAMSHIP LINE.
"EMPEROR LINE."

Sailings from Hongkong and Quebec.

"E. of India" ...	Satur.	Oct. 26	"Allan Line" ...	Fri. Nov. 22
"E. of Japan" ...	Nov. 16		"E. of Britain" ...	Dec. 13
"Montezuma" ...	Dec. 14		"E. of Britain" ...	Jan. 10

All steamers leave Hongkong at 6 P.M.
To Vancouver, U.C., calling at Shanghai, Nagasaki (through the inland sea of Japan), Kobe, Yokohama and Victoria, B.C.
Passengers booked to all the principal ports in Canada, the United States and Europe, also around the world.
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. Craddock, General Traffic Agent,
Corner Pedder Street and Praya (Opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected sailings from Hongkong—Subject to Alteration.)

MANILA	YUENSANG	Saturday, 12th Oct., 2 P.M.
SHANGHAI & SWATOW	HANGSANG	Sunday, 13th Oct., 11 A.M.
CHINWANTAO	ONSANG	Monday, 14th Oct., Noon
SANDAKAN	MAUSANG	Thursday, 18th Oct., 4 P.M.
MANILA	LOONGSANG	Saturday, 19th Oct., 2 P.M.
TIENSIN	CHIPSING	Wednesday, 20th Oct., Noon
SHANGHAI, KOBE & YOKOHAMA	FOOKSANG	Tuesday, 22nd Oct., Noon
MOJI		
SINGAPORE, PENANG & CALOUTTA	KUTSANG	Wednesday, 23rd Oct., Noon

RETURN TOURS TO JAPAN (Occupying 24 days).
The steamers "Kut-sang," "Nau-sang" and "Fook-sang" leave about every 8 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Lau-sang" and "Kum-sang" leaving Hongkong at regular intervals for Moji and Kobe and returning thence direct to Hongkong. Time occupied 16 days.
These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.
Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dally, Weihaiwei, Tsingtau & Newchwang.
Taking Cargo on Through Bills of Lading to Kaito, Labad Dato, Singapore, Tawau, Usukan, Jesselton and Labuan.
For Freight or Passage, apply to JARDINE MATHESON & CO., LD.
Telephone No. 216. General Managers.

THE ROYAL MAIL STEAM PACKET COMPANY
"SHIRE" LINE SERVICEPROJECTED SAILINGS FROM HONGKONG.
(Subject to Alteration.)

For	Steamers	DATE OF DEPARTURE
SHANGHAI, KOBE & YOKOHAMA	FLINTSHIRE	About 11th Oct.
LONDON, ROTTERDAM & ANTWERP	DEN OF GLAMIS	23rd Oct.
SHANGHAI, KOBE & YOKOHAMA	DENBIGHSHIRE	27th Oct.
LONDON & ANTWERP	FLINTSHIRE	14th Nov.

* Does not carry passengers.
These steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated midships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.
For Freight or Passage, apply to JARDINE, MATHESON & CO., LD.
AGENTS. [14]

HONGKONG, CANTON, MACAO, AND WEST RIVER STEAMERS.

Joint Service of THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG TO CANTON CANTON TO HONGKONG
WEDNESDAY, 9th OCTOBER.
10.00 p.m. "KINSHAN." 5.00 p.m. "FATSHAN."
THURSDAY, 10th OCTOBER.
8.00 a.m. "HONAM." 8.00 a.m. "HEUNGSHAN."
10.00 p.m. "FATSHAN." 5.00 p.m. "KINSHAN."
These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

HONGKONG-MACAO LINE.
S.S. "SUI TAI" Tons 1651 S.S. "SUI AN" Tons 1651
HONGKONG TO MACAO.
Week days at 8 A.M. & 2 P.M. from the Company's Wing Lok Street Wharf, Sunday at 9 A.M. & 12.30 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.
On Saturday, the 12th October, the Company's S.S. "SUI TAI" and S.S. "SUI AN" will leave for Macao from WING LOK STREET WHARF at 2 P.M. and 7 P.M.

EXCURSION TO MACAO.
On Sunday, the 13th October, the Company's S.S. "HEUNGSHAN" will depart from the CANTON STEAMERS WHARF at 9 A.M. and return from Macao at 3 P.M., landing at the same wharf.
The S.S. "SUI AN" will make a Special Trip from Macao, leaving at 6 P.M. Excursion Tickets issued for the "HEUNGSHAN" are available by this steamer.

The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 12.30 P.M. from the Company's WING LOK STREET WHARF, connecting with the return steamer from Macao at 6 P.M.

FARES AS USUAL.
Further particulars may be obtained at the Office of the Company.
CANTON-MACAO LINE.
S.S. HOI-SANG, 457 Tons.
Departures from Macao to Canton on Mon., Wednes., & Fri., at 9 P.M.
Departures from Canton to Macao on Tues., Thurs., & Satur., at 4.30 P.M.

JOINT SERVICE OF HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.
S.S. "SAINAM," 589 Tons, and "NANNING," 589 Tons.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sundays excepted) 9 A.M. to 5 P.M.
Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.
HOTEL-MANSIONS (FIRST FLOOR).
Opposite the Bank of China.

Shipping

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

Destination Steamers and Displacement Sailing Dates.

MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO, SOERABAYA & PORT SAID	KITANO MARU. Capt. F. E. Opa.	T. 16,000	WEDNESDAY, 6th Nov., at D'light.
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VICTORIA, B.C., & SEATTLE via Moji, Kobe, Yokohama, & Yamanashi	ISADO MARU. Capt. Asakawa.	T. 12,500	TUESDAY, 22nd Oct., at Noon.
	YOKOHAMA MARU. Capt. K. Noda.	T. 12,500	TUESDAY, 5th Nov., at Noon.

SYDNEY & MELBOURNE via Masaka, Thursday Island, Townsville and Brisbane	YAWATA MARU. Capt. T. Sakino.	T. 7,000	FRIDAY, 25th Oct., at Noon.
	NIKKO MARU. Capt. M. Yagi.	T. 9,600	FRIDAY, 2nd Nov., at Noon.

BOMBAY & SINGAPORE & COLOMBO	KAMAKURA MARU. Capt. Mori.	T. 12,500	MONDAY, 14th October.
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KOBE & YOKO	IVO MARU. Capt. R. Takeda.	T. 12,500	THURSDAY, 10th Oct., at 11 A.M.
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SHANGHAI, MOJI & KOBE	BOMBAY MARU. Capt. T. Noguchi.	T. 5,000	WEDNESDAY, 23rd October.
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SHANGHAI & KOBE	TOSA MARU. Capt. Sato.	T. 12,000	MONDAY, 14th October.
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N'SAKI, KOBE & YOKOHAMA	NIKKO MARU. Capt. M. Yagi.	T. 9,600	WEDNESDAY, 23rd Oct., at Noon.
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† Cargo only.
† Fitted with new system of wireless telegraphy.

PASSENGER SEASON FOR 1913.
FOR EUROPE.

Steamer.	Tons displacement.	Leaving H.K.
Mishima Maru	16,000	29th January.
Kaga Maru	12,500	12th February.
Atsuta Maru	16,000	26th February.
Hitachi Maru	18,000	12th March.
Miyazaki Maru	16,000	26th March.
Kitano Maru	16,000	9th April.
Iyo Maru	12,500	23rd April.
Sirano Maru	16,000	7th May.
Tango Maru	18,500	21st May.

FOR AMERICA.

Inaba Maru	12,500	11th February.
Shidzuoka Maru	12,500	26th February.
Tamba Maru	12,500	11th March.
Awa Maru	12,500	26th March.
Sado Maru	12,500	4th April.
Yokohama Maru	12,500	22nd April.
Inaba Maru	12,500	6th May.
Shidzuoka Maru	12,500	20th May.

(Subject to change without notice.)

T. KUSUMOTO, Manager

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For Steamers To Sail.

SHANGHAI "CHINHUA" ... 10th Oct., 4 P.M.

CHEFOO & NEWCHANG "TIENSIN" ... 11th " D'light.

NINGPO & SHANGHAI "HANYANG" ... 12th " D'light.

SHANGHAI "ANHUI" ... 12th " M'night.

MANILA, CEBU & ILOILO "TAMING" ... 15th " 4 P.M.

SHANGHAI "CHENAN" ... 17th " 4 P.M.

TIENSIN "HUICHOW" ... 17th " 4 P.M.

This steamer has superior accommodation with Electric Light throughout and Electric Fan in Staterooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI"

S.S. "MAJIMA LINE"—Two "crew Steamers" "Ten" and "Taming," saloon accommodation amidships; electric fans fitted; extra state-rooms on deck; aft Saloon accommodation of a.m. "Kaitong" is situated on deck, aft; Electric Fans fitted.

S.S. SHANGHAI LINE—FAST SCHEDULE TWIN-SCREW STEAMERS (Aikido, Okama, Ise, Chikuma)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Reduced Fares:—Single \$45. Return \$75.

NEW SERVICE.

SHANGHAI TO ANTUNG

Sailing on alternate Wednesdays.

For Freight or Passage apply to BUTTERFIELD & SWIRE.

Telephone No. 36. Agents.

Hongkong 9th Oct. 9, 1912.

Shipping

HONGKONG—PHILIPPINES.
PHILIPPINES STEAMSHIP CO.

Steamship.	Tons.	Captain.	For	Sailing Date.
RUBI	4000	Miller.	Manila, Mangarin, Iloilo and Cebu.	WEDNESDAY, 9th Oct., 4 P.M.
ZAFIRO	4000	Oroz.	Manila, Mangarin, Iloilo and Cebu.	FRIDAY, 18th Oct., 4 P.M.

For Freight or Passage apply to SHEWAN TOMES & CO., GENERAL MANAGERS [14]

Hongkong 7th October, 1912.

JAVA-CHINA-JAPAN LIJN.

Regular fortnightly service between JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Ilpanas	JAVA	1st half Oct.	SHANGHAI	1st half Oct.
Ilmanok	JAPAN	1st half Oct.	JAVA	1st half Oct.
Ilmatap	JAVA	1st half Oct.	SHANGHAI	2nd half Oct.
Ilkinal	JAPAN	2nd half Oct.	JAVA	2nd half Oct.
Ililwong	JAVA	2nd half Oct.	JAPAN	2nd half Oct.
Ililodas	JAPAN	2nd half Oct.	SHANGHAI	1st half Nov.
Ilitaroom	JAPAN	1st half Nov.	JAVA	1st half Nov.
Ilimali	JAVA	1st half Nov.	SHANGHAI	1st half Nov.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the JAVA-CHINA-JAPAN LIJN.

Telephone No. 375 York Building. [15]

TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe. PROPOSED SAILING FROM HONGKONG. (Subject to alteration.)

Steamer	Tons	Captain	Date of sailing
S.S. "Nippon Maru"	21,000	A. G. Stevens	Oct. 21st, Noon.
S.S. "Tenyo Maru"	21,000	E. Bant	Nov. 5th, Noon.
S.S. "Shinyo Maru"	21,000	H. S. Smith	Nov. 26th, Noon.
S.S. "Chiyo Maru"	11,000	W. W. Greene	Dec. 21st, Noon.

These steamers are equipped with Turbine Engines and Triple Screw. All steamers carry Japanese Government wireless telegraph and post office. The steamer "Tenyo Maru" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, YOKOHAMA and HONOLULU on TUESDAY, the 5th Nov., at Noon.

INTERMEDIATE SERVICE.

The twin screw steamer "Nippon Maru" will be despatched for SAN FRANCISCO via NAGASAKI, KOBE, YOKOHAMA & HONOLULU on TUESDAY, the 29th October, at Noon.

SOUTH AMERICAN LINE.

In connection with the National Railway of Mexico at Manzanillo and the Tehuantepec National Railway at Salina Cruz.

Only Regular Direct Service to Mexican, Chilean and Peruvian Ports. PROPOSED SAILINGS FROM HONGKONG (Subject to alteration.)

Steamer	Tons	Date of sailing
Hongkong Maru	11,000	Tuesday, 11th October, 3 Noon.
Kiyo Maru	17,500	Saturday, February 1, Noon 1913
Buyo Maru	10,500	Thursday, April 3, Noon 1913.

For Further Particulars as to Passage and Freight, apply to S. MORIMOTO, Agent.

(KING'S BUILDING Opposite Blake Pier)

"THE BIG" 4 OF THE PACIFIC MAIL S.S. CO.

MONGOLIA	MANCHURIA	KOREA	SIBERIA
27,000 tons, twin screws.	27,000 tons, twin screws.	18,000 tons, twin screws.	18,000 tons, twin screws.
Also Nile, 11,000 tons, China, 13,000 tons, and Persia, 20,000 tons.			

From Hongkong calling at Shanghai, Nagasaki, Kobe (Via Inland Sea), Yokohama and Honolulu (The Paradise of the Pacific). Through Service via New York to Europe.

SOME FEATURES OF SERVICE.

LIGHTS AND FANS Individual Electric Reading Light in each berth and Electric Fan in each stateroom under passenger's control.
BATHING SUITS Bathing suits on board.
DINING ROOM Dining room with direct supervision of one of the world's most famous caterers.
GAMES AND AMUSEMENTS Deck Games, such as Quizzes, Shuffle board and all kinds of games, are arranged during the voyage, as well as indoor amusements, such as musical instruments, Dances and Japanese Ball on deck are also arranged to while away the time.
WIRELESS AND SUBMARINE SIGNAL SERVICE The most powerful Wireless Telegraph apparatus is installed on all steamers, and Submarine Signal Service is used as an additional measure of safety.
RIGID KEELS Are fitted to the ships to prevent rolling at sea, thus ensuring steadiness and constant comfort.
THE COST Is not more by this route with its unlimited opportunities, than by any other route. For a return ticket to London the cost is but £10, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £12. For the INTERMEDIATE SERVICE First Class accommodations are provided for £14 to London (return ticket £14) and to San Francisco £14. SPECIAL RATES to officers, Army, Navy, Consular or Civil Service.

Steamers: • Nile 11,000 Tons Starting, Oct. 15th, at 1 p.m.

Mongolia 27,000 " " Oct. 23rd, at 1 p.m.

Persia 20,000 " " Nov. 12th, at 1 p.m.

Korea 18,000 " " Nov. 19th, at 1 p.m.

Siberia 18,000 " " Dec. 3rd, at 1 p.m.

China 10,200 " " Dec. 10th, at 1 p.m.

Manchuria 27,000 " " Oct. 1st, at 1 p.m.

* Intermediate Steamers. LET US PLAN AN ITINERARY FOR YOU

King's Building (Opp. Blake Pier): FRID. J. HALTON. Telephone No. 141

Hongkong 6th September 1912. Agents.

Panama-Pacific International Exposition-San Francisco-1915.

WING KEE & CO.

47-49, Cross Street Rd.

MEE CHEUNG.

ART PHOTOGRAPHER

HONGKONG.

TELEPHONE NO. 1013.

SHIPCHANDLERS, PROVISION & COAL

MERCHANTS DEVEREUX, PASTOR & ELKINGTON

Sailing 2nd Nov. 1912 1 Sailing 1st Dec. 1912 1

LOG BOOK.

Success of the Selandia.

The experiments with motor ships, in which Denmark has taken the lead, are apparently entirely successful. The Denmark Abroad, a monthly Danish review, dealing with the voyage of the Selandia, which called in Singapore recently, and whose sister ship the Jutlandia is at present in port, says she realised the most sanguine expectations. The economy in the cost of fuel was very marked, the Selandia consuming oil of about one fourth the value of the coal which would have been necessary for a steamer of the same size and running at the same speed. There is the further advantage that fuel can be carried for four times greater distances, thus economising a great deal of time, and moreover the oil is carried in the bottom tanks, saving a great deal of cargo space. In spite of the fact that the Selandia made a trip to London and remained there for several days she made the voyage to the East and returned in less than four months; this being the shortest time that a vessel of the East Asiatic Company has ever made this journey.

Oil Engines for Cargo-handling.

The successful application of various types or makes of oil engines to different classes of work has paved the way to its use on board ship in connection with the handling of cargo says "Shipping and Engineering." There would seem to be a good opening for oil-driven winches for this class of work and the improvements which have been made in those machines have already had the effect of making it extremely popular with several firms at home. For use on board lighters, or on wharfs where there is no other method of handling cargo, but manual labour, and where the initial cost of a steam boiler and plant cannot be faced, the utility of such a winch is apparent. That there is a demand for this class of winch is evident since several of the large motor manufacturers have taken it up, and in some cases specialised in it and are devoting all their energy towards producing an efficient and reliable machine. Petrol and paraffin engines have been first in the field but the makers of the Bolinders engine have lately put on the market a winch driven by their make of engine which works on the hot bulb principle and uses heavy oils.

Higo Shipowners and the Dock Extension Scheme.

Some time ago, when the Kawasaki Dockyard proposed to erect a large dock in the locality of Higashide Machi, Higo, several steamship owners made representation to the Governor of Higo Ken, protesting against the plan and pointing out that Higo harbour should not be given up to shipbuilding concerns. In consequence the plan came to naught. Later the Mitani Bishi Company sent in a petition to the Higo Kencho asking for permission to establish a large floating dock there. This move was kept very quiet for some time. Then it leaked out that Governor Hattori was rather inclined to favour the project. What measure of truth there is in this, it is difficult to say. However, it is a fact that there was much alarm amongst shipowners, as may be imagined, and a meeting was hurriedly called for the 21st inst. It was unanimously resolved to oppose the scheme tooth and nail. What the result will be it remains to be seen as the two dockyards have influential wire-pullers. Much, of course, will depend upon the view Governor Hattori takes of the matter. The shipowners complain that if the plan of the Mitani Bishi Dockyard Co. is authorized it will seriously curtail the berthing area and therefore impede the shipping interests of the port. In this contention they are probably right, and we can well understand the opposition of Higo people to the scheme.

Shipping

HAMBURG-AMERIKA
LINIE.IN CONJUNCTION WITH
Deutsche Dampfschiffahrts Gesellschaft "HANSA."EAST ASIATIC SERVICE.
Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,

Marseilles, Havre, Bremen and Hamburg and New York.

Taking Cargo at Through Rates to all European North Continental and British Ports, also Trieste,
Lisbon, Oporto, Venice, and other Mediterranean Levantine, Black Baltic Sea and
Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.

For Shanghai, Kobe & Yokohama:

SCANDIA.....18th Oct.

BAYERN.....17th Oct.

LIBERIA.....7th Nov.

ALEXIA.....10th Nov.

For Further Particulars, apply to—

HOMEWARD.

For Havre, Rotterdam & Hamburg:

S.S. O. J. D. ABLERS.....9th Oct.

For Havre, Bremen & Hamburg:

S.S. C. F. LAEISZ.....23rd Oct.

For Marseilles, Hamburg & Antwerp:

S.S. SPEZIA.....28th Oct.

For Marseilles, Rotterdam & Hamburg:

S.S. SACHSEN.....30th Oct.

For Marseilles & Hamburg:

S.S. SENEGAMBIA.....4th Nov.

Hamburg-Amerika Linie,
Hongkong Office.BRITISH INDIA S. N.
CO., LTD.NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN
Kobe, Hongkong and Rangoon.

EASTWARD.

The S.S. "FULTA," 4,151 tons, Captain Tallent, will be despatched for YOKOHAMA and KOBÉ on the 15th October, at Noon, to be followed on the 25th October by S.S. "ITOLA," Captain Tucker, taking Cargo and Passengers at current rates.

WESTWARD.

The S.S. "OKARA," 5,241 tons, Capt. A. J. Evans, will leave Hongkong for SINGAPORE, PENANG and RANGOON on the 4th October, at Noon, followed by S.S. "FULTA," 4,151 tons, Captain H. W. Tallent, on the 5th November, at Noon, taking cargo at current rates.

The "Fulta," has excellent accommodation for passengers and is fitted with all modern conveniences.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.,
AGENTS.Telephone No. 215,
Hongkong, 2nd October, 1912.

LOG BOOK.

Another Vessel for the Far East.

The str. Majidi, of 2,926 tons gross and 1,857 tons net register, has been sold to the Far East. She was built of iron, at Glasgow, in 1882, with dimensions 330.5 ft. by 40.2 ft. by 20.3 ft. Her last owners were the Bombay and Persia Steam Navigation Company.

Sailing Vessels for the Coal Trade.

Owing to the difficulty of chartering steam vessels at moderate charges, shippers are engaging sailing vessels, says the "Japan Daily Herald." The M.B.K. are reported to have placed orders for twenty-six sailing-ships, exceeding 500 tons, intending to use them for the transportation of coal from Moji.

Panama Canal and Shipping

Interests.

The operation of the Panama Canal Act is already seriously threatening the development of shipping which is controlled by or financially interested in United States railways. The most conspicuous instances of this, says the "Manchester Guardian," is found in the action proposed to be taken by the Pacific Mail Steamship Company, most of whose stock is held by one of the railways. The company is already engaged in the Far Eastern trade, and before the passing of the Panama Canal Act had completed plans for increasing the number of its vessels. The general manager has now written to the State Department at Washington stating that his company will be obliged to abandon its new project unless the Inter-State Commerce Commission gives it relief from the provision of the Act relating to railway-owned steamships before inviting the subscription of further capital. If this relief is given, which is doubtful, the proposed line by way of the Panama Canal to the Orient will consist of eight steamers. Four of these are already in existence, and four steamers of 38,000 tons displacement and 17 knots each, with all the modern improvements of transatlantic liners, are to be built. The route proposed is from New York by way of the Canal to Honolulu, Yokohama, Kobe, Manila, and Hongkong, touching at the same ports on the homeward voyage.

SERVICE MATTERS.

New Japanese Gunboat.

The launch of the Japanese gunboat Saga took place at Sasebo naval dockyard September 25. The vessel is of 785 tons displacement and will have a speed of 15 knots. Her keel was laid down on January 10th of this year and she will be ready for service on the River Yangtze by November.

The King and New Zealand

Territorial.

The King has conferred an honour upon the Territorial Forces of Zealand by assuming the position of Colonel-in-Chief of the 3rd (Auckland) Mounted Rifles and the 1st (Canterbury) Regiment of Infantry.

Admiral Scott's "Fire-Director."

The trials of Vice-Admiral Sir Percy Scott's "fire-director" fitted in the battleship Thunderer have realised the highest expectations as regards speed and accuracy. The trials have taken place off Bantry Bay, each of the 13.5-in. gun barbettes having fired a number of rounds at distances up to 5,500 yards, the target representing a section of the hull of a warship, which was struck by the projectiles in quick succession. The other battleships of the Orion class, to which the Thunderer belongs, are to be fitted with the invention.

Australian Defence.

The number of ships of the Royal Navy in Australian waters is gradually being reduced as those of the Australian Navy come one by one into commission. The old arrangement with the British Admiralty, there were never less than eleven seagoing ships of war attached to the Australia station. The Prometheus and Pegasus, each carrying 184 officers and men, have been sent to China, and will return no more; the Challenger leaves for England next week with 445 officers and men, and the Encounter, her sister ship, is to be transferred to the Australian Navy for transport purposes. This leaves only seven ships of the Royal Navy in Australian waters, and one of them, the Pioneer, with 104 officers and men, is already stationed in New Zealand, while two others, the Fantome and Sealark, are employed on surveying duties.

VESSELS TAKING CARGO.

European Ports.

Destination.	Vessel's Name.	Fog Freight Apply To	To be Dispatched.
London, &c.	China	P. & O. Co.	12 October
London and Antwerp	Den of Glamis	J. M. & Co.	23 October
do	Namur	P. & O. Co.	18 October
Havre and Antwerp	Spazio	H. A. L.	28 October
Havre and Hamburg	Aradia	H. A. L.	3 November
Havre, Bremen &c.	C. Ford Læis	H. A. L.	23 October
Marseilles, &c.	Sachsen	H. A. L.	30 October
Marseilles and Hamburg	Senegambia	H. A. L.	4 November
Marseilles, London, &c.	Miyasaki Maru	N. Y. K.	23 October
Trieste, &c.	Koorber	S. W. & Co.	10 October
Glasgow and Hull	Glenloch	S. T. & Co.	15 October
Cape Ports via Mauritius	Dunerio	Bank Line	Begin. January
Naples, Gibraltar, Southampton, &c.	Buelow	M. & Co.	16 October

New York, San Francisco and Canada.

Boston and New York	Jeseric	A. K. & Co.	28 October
San Francisco	Nile	P. M. Co.	15 October
San Francisco via Keelung and Japan, &c.	Mongolia	P. M. Co.	23 October
Victoria, B.C.	Panama Maru	O. S. K.	15 October
Victoria, B.C. and Tacoma	Seattle Maru	O. S. K.	31 October
Victoria, B.C. and Seattle	Sado Maru	N. Y. K.	22 October
Vancouver	Empress of India	O. P. R. Co.	28 October
do	Monteagle	O. P. R. Co.	14 December
Vancouver, &c.	Lord Curzon	Bank Line	20 November
Mexico, Peruvian and Chili via Japan	Hongkong Maru	T. K. K.	3 December

Australia.

Australian Ports	St. Albans	G. L. & Co.	12 October
do	Yawata Maru	N. Y. K.	25 October
Australian Ports via Manila	Guthrie	B. & S.	18 September

Singapore, Coast Ports and Japan.

Batavia, Cheribon, Samarang, &c.	Tjitarcem	J. C. J. L.	Quick despatch
Philippines	Zafiro	S. T. & Co.	18 October
do	Taming	B. & S.	15 October
Bombay	Ischia	C. & Co.	12 October
Bombay and Straits	Kawakura Maru	N. Y. K.	14 October
Straits and India	Gregory Apar.	D. S. & Co.	12 October
do	Katsang	J. M. & Co.	23 October
do	Thongwa	D. S. & Co.	14 October
Straits and Rangoon	Okara	J. M. & Co.	14 October
Kudat and Sandakan	Borneo	M. & Co.	Middle October
Sandakan	Mausang	J. M. & Co.	17 October
Japan	Peking	A. N. & Co.	23 October
do	Arratoon Apar.	D. S. & Co.	19 October
do	Nikko Maru	N. Y. K.	23 October
do	Tjikini	J. C. J. L.	Quick despatch
Japan, &c.	Scandia	H. A. L.	13 October
do	Bayern	H. A. L.	17 October
do	Liberia	H. A. L.	7 November
do	Alesia	H. A. L.	19 November
Yokohama and Kobe	Fulta	J. M. & Co.	15 October
do	Coblentz	M. & Co.	15 October, about
Yokohama and Kobe via Shanghai	E. F. Ferdinand	S. W. & Co.	31 October, about
Tientsin	Chipsing	J. M. & Co.	20 October
Anping, &c.	Huichow	B. & S.	17 October
Swatow and Foochow	Sosho Maru	O. S. K.	20 October
do	Haiyang	D. L. & Co.	11 October
do	Haiching	D. L. & Co.	15 October
Manila	Yuensang	J. M. & Co.	12 October
do	Loongsang	J. M. & Co.	19 October
Shanghai and Japan	Soetra	P. & O. Co.	15 October
do	P. E. Friedrich	M. & Co.	16 October
do	Tooksang	J. M. & Co.	22 October
Shanghai and Kobe	Toan Maru	N. Y. K.	14 October
Shanghai, Kobe, &c.	Flintshire	J. M. & Co.	11 October
Shanghai	Scandia	H. A. L.	13 October
do	Delta	P. & O. Co.	10 October
do	Chinhua	B. & S.	10 October
do	Anhui	B. & S.	12 October
do	Tijpanna	J. C. J. L.	10 October
do	Bohemia	S. W. & Co.	4 November
do	Chenan	B. & S.	17 October
do	Hangsang	J. M. & Co.	13 October

To Sail

NORDEUTSCHER LLOYD,
BREMEN.

NOTICE.

For KUDAT and SANDAKAN.

Taking Cargo at Through Rates to
Tavoa, Lahad Datu, Joho,
Monsala and Jesselton.

THE Steamship

"BORNEO."

Capt. F. Sembill, (Loading WEDNES-

DAY, 10th inst., at 10 a.m.)

For Freight or Passage, apply to

NORDEUTSCHER LLOYD,
MELOERS & CO.,
General Agents.

Hongkong, 7th Oct. 1912.

Pacific Freight Rates.

The rate of freight on merchandise destined to America from Japan is \$8 per ton, and a drawback of \$1 is granted, whereas that on freight to Hawaii is \$8, no drawback being granted, says the "Japan Daily Herald." Moreover, the same rate of freight is charged on all goods, even such low-priced articles as chip-brain, lanterns, screens and porcelain coming under the same category. As exporters concerned are, therefore, labouring under very unprofitable conditions, it is reported to have been decided to establish a committee in the Yokohama Chamber of Commerce having for its object the investigation of the rate of freight on the Pacific service and to negotiate with the shipping companies concerned for a decrease in the rate of freight.

To Sail

FOR SHANGHAI, KOBÉ AND
MOJÍ.

THE Steamship

"DILWARA."

Captain W. J. Bligh, will be despatched

for the above ports on SATUR-

DAY, the 19th inst., at 1 p.m.

The Steamer has superior accom-

modation for passengers, is installed

throughout with Electric Light and

carries a duly certified doctor.

RETURN TOURS TO JAPAN

(Occupying 30 days).

The Steamer leaves about every 3

weeks for Shanghai and Kobe (Inland

Sea), returning via Moji, providing a

stay of 5 to 6 days in Japan.

Return tickets are available by the

Indo-China Steam Navigation Co.'s

Steamers. Fares for round trip \$120.

For further particulars, apply to

DAVID SASSOON & CO. LD.,
Agents.

Hongkong, 5th Oct., 1912.

FOR SINGAPORE, PENANG
AND CALCUTTA.

(Taking cargo on Through Bills of

Lading to Rangoon, Madras,
and Mauritius.)

THE Steamship

"THONGWA."

Capt. R. P. Fyfe, will be despatched

for the above ports on MONDAY, the

14th October, at 1 p.m.

For Freight or Passage, apply to

DAVID SASSOON & CO. LD.,
Agents.

Hongkong, 7th Oct., 1912.

To Sail

THE AMERICAN & ORIENTAL
LINE.FOR BOSTON & NEW YORK via
SUEZ CANAL.(With liberty to call at the Malabar
Coast.)

THE Steamship

"JESERIC."

Captain White, will be despatched as

above on SATURDAY, the 26th

October.

For Freight apply to

ARNOLD, KARBURG & CO.,
General Agents.

Hongkong, 19th Sept., 1912.

Regular Steamship Service

With liberty to call at the

Malabar Coast.

PASSENGER SAILING FROM HONGKONG

FOR NEW YORK

S.S. "PATHAN".....12th Oct.

For Freight and further information,

apply to

DODWELL & CO., LTD.,
Agents.

Hongkong, 9th Oct., 1912.

SHANTUNG SILK FOR

SALE.

WING TAI LOONG.

CHEFOO SILK FOR SALE

VARIOUS.

SELECTED

FINEST QUALITY.

To be obtained at Moderate Prices

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WING TAI LOONG.

181, Des Voeux Road, Central,
Hongkong.MOVEMENTS OF
STEAMERS.VESSELS ADVERTISED TO
DEPART TO-MORROW.

For	Vessel
Kudat,	Horne.
Shanghai,	Tijpanna.
Shanghai,	Delta.
Manila,	Sui Tai.
Shanghai,	Chinhua.
Cebu,	Tientsin.

VESSELS ADVERTISED TO
ARRIVE TO-MORROW.

From	Vessel
Shanghai,	Anhui.

AMERICAN MAIL.

The P. M. S. S. Co.'s s.s. Mongolia sailed from Yokohama for this port via Manila on Wednesday, the 2nd inst., between 10 a.m. and noon. Her mails have been transferred to the "E. & A. Co." s.s. St. Albans.

The P. M. S. S. Co.'s s.s. Persia with the American Mail sailed from San Francisco for Hongkong, via Honolulu, the Japan ports and Shanghai on Saturday, the 6th inst.

The T. K. K. s.s. Chiyo Maru sailed for San Francisco via Keelung, Nagasaki, Kobe, Yokohama, Yokohama and Honolulu on Tuesday, the 8th inst., at noon, where she is expected on the 4th November.

The T. K. K. s.s. Nippon Maru arrived at Yokohama from San Francisco and Honolulu on the 8th inst., and is expected here on the 18th inst.

The T. K. K. s.s. Tenyo Maru left Honolulu for Yokohama on the 3rd inst., and is due to arrive at Hongkong from Manila on the 28th inst.

The T. K. K. s.s. Shinyo Maru arrived at San Francisco from Honolulu on the 7th inst., and leaves again for Hongkong via usual port on the 19th inst.

The G. N. s.s. Minnesota arrived at Yokohama on the 4th inst., and left on the 6th inst., for Hongkong via usual port of call and may be expected here on or about Monday, the 21st inst.

ENGLISH MAIL.

The P. & O. S. N. Co.'s s.s. Delta left Singapore for this port on the 5th inst., at 6 a.m., with the outward English Mail, and is due here on the 9th inst., at 8 p.m.

CANADIAN MAIL.

The C. P. R. Co.'s s.s. Empress of Japan left Yokohama for Victoria and Vancouver, B.C., on Wednesday, the 26th ult., at 6 a.m.

The Yokohama Office of the C. P. R. Co. is in receipt of a wireless message from the R.M.S. Empress of India sent at 9.00 p.m., Sunday 6th October, when the vessel was 980 miles distant from Japan, advising all well, and that the Commander expects to reach Yokohama at 4.00 p.m., on Wednesday the 9th inst.

GERMAN MAIL.

The I. G. M. s.s. Prinz Eitel Friedrich carrying the German Mail left dates from Berlin of the 18th ult., left Colombo on Saturday, the 5th inst., p.m., and may be expected here on or about Wednesday, the 16th inst.

The I. G. M. s.s. Derfflinger which left here on Thursday, the 3rd inst., at 4 a.m., arrived at Shanghai on Saturday, the 5th inst., at 6 p.m.

The I. G. M. s.s. Goeben which left here on Thursday, the 3rd inst., at 10 a.m., arrived at Singapore on Monday, the 7th inst., at 11 a.m.

AUSTRALIAN MAIL.

The I. G. M. s.s. Coblenz left Sydney on Saturday, the 21st ult., at 11 a.m., and may be expected here on or about Monday, the 14th inst.

The E. and A. s.s. Eastern left Sydney on the 25th ult., for this port via Queensland ports, Port Darwin, Timor and Manila.

MERCHANT STEAMERS.

The Barber Line s.s. Wray Castle sailed from New York on the 18th July, for Hongkong via the Straits.

The Barber Line s.s. Manchester Castle sailed from New York on the 26th July, for Hongkong and the Far East.

The s.s. Egremont Castle sailed from New York on the 12th ult., for the Far East.

The s.s. Glenelg passed the Suez Canal on Tuesday, the 17th ult., for Hongkong via Straits.

The Swedish East Asiatic Co.'s s.s. Peking left Suez on the 29th ult., and is expected to arrive here on or about the 25th inst.

The Ben Line s.s. Benledi, from Suez and London, left Singapore on the 3rd inst., for Hongkong.

The Ssang Line s.s. Glenogla left Rangoon on the 4th inst., for Hongkong via Penang and Singapore, and is expected to arrive here on the 27th inst.

The N. Y. K. s.s. Kamakura Maru Bombay Line, left Kobe for this port via Moji on the 4th inst., and is expected here on the 11th inst.

The N. Y. K. s.s. Sado Maru American Line, left Kobe for this port via ports on the 4th inst., and is expected here on the 11th inst.

The N. Y. K. s.s. Toan Maru California Line, left California for this port via ports on the 31st ult., and is expected here on the 14th inst.

The N. Y. K. s.s. Nikko Maru Australian Line, left Sydney for this port on the 21st inst., and is expected here on the 21st inst.

The I. C. S. N. Co.'s s.s. Footsling, from Guaymas, (Mexico) is due at Hongkong on the 21st inst.

The I. C. S. N. Co.'s s.s. Footsling, from Guaymas, (Mexico), is due at Hongkong on the 21st inst.

The I. C. S. N. Co.'s s.s. Footsling, from Calcutta is due at Hongkong on the 18th inst., and leaves for Shanghai and Japan on the 20th inst.

The I. C. S. N. Co.'s s.s. Mansang,

HOTEL LISTS.

HONGKONG HOTELS.	HOUSING.
Allen, C. H.	Mariotti, Dr. O.
Barber, A. T.	MacIntyre, Mr. & Mrs. Neil
Beaumont, G. A.	Matheson, Mrs. R.
Bell, U. D. J.	T. & child
Bau, G. A.	McKenney Dr. C.
Blanch, Mr. & Mrs. N. F.	W.
Boscher, H.	Mohta, K. B.
Buchner, O.	Melcher, I.
Claxton, A. A.	Marecki, J.
Cooper, W. A. J.	Mickle, D. M.
Crocker, Miss	Mulder, Mr. and Mrs. J. D. F.
Curry, G. H.	Moira, J.
Davis, C. P.	Nottingham, Capt. A. S.
Deane, Mr. & Mrs. A. S.	Nottingham, Mrs. F. D.
Defer, O.	O'Kelly, G.
D'Oettingen, V.	Patricio, A.
Douglas, Mrs. R. H.	Pierce, Judge H.
Drew, W. O.	A.
Duncan, A.	Quin, N. W.
Edwards, J. E.	Randall, Dr. I. F.
Ehrenfeld, Mr. and Mrs. H. G.	Ray, E. H.
Finlayson, Mrs. C.	Reay, Miss F.
Fisher, H. G.	Reich, Chas.
Fowler, E. A. S.	Roque, P.
French, Mrs. & child	Rule, Mr. & Mrs. J. A.
Fuller, Dennis	Schmolke, W.
George, Mr. & Mrs. F. J.	Solomon, H. H.
George, Miss	Stegen, L. Vanden
Gordon, A. G.	Sutherland, P. D.
Gordon, A. W.	Square, Miss
Goulbourn, V.	Taylor, J. C.
Gould, Mr. & Mrs. J.	Trout, Mr. & Mrs. P. J.
Gourgey, I.	Vermeil, G.
Gratama, D. M. G.	Vollbrecht, E.
Grimshaw, R. J.	Vollbrecht, Mrs. E.
Hall, Capt. T. P.	Watkins, H.
Hall, Wm.	Watson, L.
Harbord, W. T.	Whamond, D. M.
Holland, James	White, Mr. & Mrs. H. L. H.
Hop, E.	Whitman, A.
Hou, H. Dr. S.	Widmer, H.
J. & Co., R. R.	W. & Mr. & Mrs. H. L.
Komer, S.	W. & G. G.
Lohmeyer, G. F.	Wright, Mr. & Mrs. J. F.
Lloyd, G. T.	Yong, J. A.
MacKenzie, A.	
Madden, J.	

HOUSING.	HOUSING.
Arnold, J. B.	Mau, D. Van
Baill, L.	Morison, Mrs. M.
Blair, B. H.	Morris, L.
Blair, H. H.	Morton, Mrs. S.
Byrne, J. D.	Nataly, Mr. and Mrs. H.
Carr, Mrs. J.	Oakes, J. A. and wife
Carr, Miss	Olson, C. G.
Chen, H. V.	Olson, Mrs. C. G.
Chopard, F. A.	Pearce, Mr. and Mrs. J. A.
Congrave, D. N.	Pette, J. W.
David, J. A.	Schultz, Mr. and Mrs. A. E. & son
Frank, E. A.	Soat, J. A.
Gagnon, A. E.	Varnas, Mr. E.
Keeney, L.	Varnas, Mrs. E.
Kline, D. & family	Vick, F. A.
Komarov, Miss	Wheeler, E. O.
Lecadet, Comdr.	
Lyell, V.	

KING EDWARD HOTEL.	KING EDWARD HOTEL.
Anderson, A. D.	Leigh, Miss A.
Aoki, T.	Lynch, W. H.
Aron, F.	Manfred, C. N.
Bellows, Dr.	May, G. H.
Bryant, W. T.	McHugh, Mr. and Mrs. F. E.
Carle, Capt. J. W.	Moddy, Mr. & Mrs. J. H. N.
Coutts, E. C.	Murray, M. F.
Cox, F. W.	Pastore, Capt.
Crosse, Lieut.	Ramsey, Mrs. R.
Dennis, F.	Sunderson, Miss F.
Donaldson, W. A.	Solek, Mr. and Mrs.
Ehrhardt, Capt. W.	Stewart, Capt.
Evans, R. G.	Silber, Dr. A.
Twing	Spurge, H.
Featon, R. F.	Stewart, Capt.
Fournier, M.	Stewart, Capt.
Fraser, Mrs. A.	Stewart, Capt.
Grimble, Geo.	Stewart, Capt.
Hunter, H.	Stewart, Capt.
John, E. R.	Stewart, Capt.
Keen, A. E.	Stewart, Capt.
Keen, Mr. & Mrs. A. N.	Stewart, Capt.
Lasala, Capt. and family	Stewart, Capt.
Lemais, Mr. and Mrs. and child	Stewart, Capt.

GRAND HOTEL.	GRAND HOTEL.
Armedfoot, Mr. and Mrs. Williams, L.	Mudin, F. D.
Daloon, Mrs. D.	Myall, A. T.
Daloon, Miss S.	Oller, A.
Dowry, W. B.	Oller, Mrs. N.
Elson	Paul, S.
Gregory, W. P.	Schlagger, H.
Griffin, D. P.	Stroeger, Rev. & Mrs. H.
Grunberg, H.	Thatcher, J. H.
Holms, J. H.	Tallen, Q.
Healy, Mrs. F. E.	Watson, T. S.
Heral, A.	Welch, T. B.
Hobson, A.	West
Klag, C.	Younger, C.
Kusel, Mr. & Mrs.	
Lorria, F.	

GRAND HOTEL.	GRAND HOTEL.
Adams, Mr. & Mrs. Elliott, Capt. and Mrs.	
Calwell, Mr. & Mrs. Kyd, T. W.	
Carpenter, Mr. and Mrs. Smith, G. G.	
Chapman, Mr. & Mrs. Wood, E. M.	
Chapman, Mr. & Mrs. Wood, E. M.	

Consignees

NIPPON YUSEN KAISHA.
NOTICE TO CONSIGNEES.
FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship

"KANAGAWA MARU," having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before Noon, to-day.

Goods not cleared by the 14th Oct., will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Agents.
Hongkong 7th Oct. 1912

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"DILWARA," having arrived from the above ports, consignees of cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at consignee's risk and expense.

Cargo remaining on board after 2 p.m. of the 10th instant, will be landed at consignee's risk and expense.

Consignees of Cargo from SINGAPORE & PENANG are requested to take IMMEDIATE delivery of their goods from alongside, such cargo impeding the discharge of the vessel will be landed and stored at consignee's risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & CO., LD., Agents.

Hongkong 8th Oct. 1912. 786

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

S.S. "NILE"

FROM SAN FRANCISCO, JAPAN PORTS & SHANGHAI.

The above mentioned vessel having arrived Consignees of cargo are hereby notified to send in their Bills of Lading for countersignature and take immediate delivery of cargo from alongside.

Cargo impeding discharge will be landed at consignee's risk and expense. Cargo remaining on board after FRIDAY, 4th Oct. 1912, at 5 p.m. will be landed at consignee's risk and expense.

Cargo remaining undelivered FRIDAY, 11th October, 1912, at Noon, will be subject to landing and storage charges.

No claims will be entertained for damage or loss unless packages have been examined prior to delivery and list of exceptions furnished consignees.

All chafed and otherwise damaged cargo will be examined at the above Company's Godown WEDNESDAY, 9th October, 1912, at 10 A.M.

All claims must be filed on or before November 4th, otherwise they will not be recognised.

Agent,
Hongkong, 4th Oct. 1912. 725

Salvage Work on the Bedford.

A Mokpo report quoted by the "Seoul Press" says that salvage work from the British cruiser Bedford wrecked off Quelpert Island the year before last is going on steadily and much material is daily being raised. Copper lead and brass constitute the greater part of material raised. On the 25th ultimo the steamer Yamato-gawa-maru came and took off to Osaka these materials to the amount of more than Yen 30,000 in value. It is stated that the Japanese contractor, who undertook the work last year, handed over the right to Messrs. Yamaguchi and Suzuki have after pooling a profit of Yen 20,000. Messrs. Yamaguchi and Suzuki have already succeeded in raising enough material to cover the expenses paid for obtaining the right and for continuing the work so that what they may be able to save hereafter will all be net profit.

JAPANESE HONESTY.

Some Testimonies for and Against.

Hongkong readers should find interest in a paper on the subject of Japanese honesty by Mr. George Kennan, which appears in the "Outlook." Mr. Kennan, observes, among other things, that it is the general opinion in Europe and America that in honesty and truthfulness the Japanese are deficient.

"I have space for only two or three expressions of this prevalent belief, but the number might be increased tenfold. In a letter on the character of the Japanese published in the London 'Times,' the late English prelate Bishop Awdry, whose diocese was in Japan, said: 'In England, men as patriotic as the Japanese would certainly be noble; men as self-restrained would almost certainly be moral; men as self-forgetting would surely be honest in trade; and men as brave would soon tell a lie; but the Japanese are deficient in this group of qualities.'"

In a recently published work on modern Japan the Rev. J. A. B. Scherer says: "The two cankers at the core of the Japanese character are deep-set dishonesty and abandoned impurity. In an article published in the 'Independent,' Colgate Baker, who lived for some time in Japan, says: 'In the Japanese philosophy of life, right and wrong are terms of mere expediency. It is right to be honest when honesty gives you an advantage. It is not wrong to be dishonest when you would lose by honesty. There is no conception of right for the sake of right.'"

Thousands of Americans say of the Japanese, 'They are so dishonest that they have to employ Chinese cashiers in their banks, because they can't find any trustworthy men of their own for such positions.'"

The observed fact is true at least in part, but it does not warrant the conclusion drawn from it: 'Chinese Cashiers.'

"I am glad," continues the writer, "to have an opportunity to say a few words about those Chinese cashiers. When I first heard of them—I think between Manila and Hongkong and my way out to Japan—I was not satisfied with the reason assigned for their employment. I had seen Chinese cashiers in other countries than Japan, and had received money at their hands in banks as far away as Moscow and St. Petersburg. I knew also that in some parts of the Far East they were employed in English and American banks. It seemed to me extremely improbable that Russians, Englishmen, and Americans were all so dishonest that they could not find trustworthy men of their own race to handle money. I therefore devoted some time to an investigation of the subject, and found the state of affairs to be this:

"Chinese bankers and cashiers are largely Shanai men—that is, men from the province of Shansi, where the profession of banking has become hereditary in a large number of families. They are all, or nearly all, members of the powerful organization known as the Bankers' Guild, which has branches in every part of the Empire. The Bankers' Guild has discovered that it is practically impossible to conduct large financial operations without honesty; and it therefore enforces honesty by means of a discipline that is as rigorous and draconian as that of the New York Stock Exchange. If a New York broker fails to keep a contract, or refuses to take delivery of a thousand shares of stock because the market has gone against him, he loses his seat and is virtually ruined. So, if a Chinese banker breaks faith, violates a contract, or betrays a trust, he is expelled from his guild and the doors of banks are closed against him for all time. In the first place, therefore, the Chinese cashier is honest; because 'honesty' is a condition of his business existence. He may not be honest in other respects, often he is not—but he is absolutely honest in the handling of money. In the second place, he is probably the most expert man living in the rapid calculations of exchange."

An Ideal Cashier.

Now, when you get a man whose honesty is guaranteed by his guild, whose manipulation

of money is phenomenally dexterous, and who can calculate exchanges to eight points of decimals, you have, an ideal cashier; and if Japanese bankers employ him, it shows their good business sense rather than their distrust of their own people, but all Japanese bankers do not employ him; in some of the largest banks in Tokyo, Kyoto, and Osaka there are no Chinese at all—or at least, I have never seen any. This explanation would not be worth, perhaps, the space that I have given to it if the story of the Chinese cashier had not been so widely circulated, and if it were not typical of a whole class of cases in which the Japanese are misjudged on the basis of a single incident or a solitary fact.

"It is impossible to discuss fairly the question of Japanese honesty or dishonesty without taking the population by classes. The various classes in the respect are not alike; and one of them, in particular, differs widely from all the others. No one who studies the Japanese carefully and dispassionately can fail to notice a wide difference between the moral standards of the merchants and the samurai. The merchants are not all dishonest—perhaps a majority of them are not—but there is far more dishonesty among them than among the samurai, and more perhaps than among the artisans or the agricultural peasants. Many of the merchants or petty traders violate contracts, sell adulterated products, conceal defects in their wares, forge or illegally appropriate trade-marks, counterfeit antiques, load habitual silk with filling to make it weigh more, undervalue their exports and import to lessen customs duties, refuse to take delivery of goods when there is a prospect of loss on them, and do many other things that are wholly inconsistent with the most elementary principles of honor and honesty. The warmest friend of the Japanese will not deny these facts, and they are frankly admitted and sincerely deplored by the Japanese themselves."

A low Standard of honour.

"For this low standard of honour among the traders, however, there are important historical reasons which suggest the possibility, at least, that Japanese merchants are now in a state of transition from a dishonest past to a far more honest and honorable future. During the feudal period in Japan, merchants generally were looked down upon by the upper classes, just as tradesmen are looked down upon by the upper classes in England. A tradesman, unless he is a whole-sale dealer on a great scale, cannot get into the best society in London, and a tradesman, especially a retail tradesman, was not tolerated for a moment in the best society of feudal Japan. For this reason, few Japanese of reputable character went into trade, and the moral standards of the commercial world were the standards of a body of already discredited men who had no honorable reputation to lose. They were already at the bottom of the social ladder, and dishonesty could hardly make their position worse. With the stamp of this history and this moral inheritance Japanese traders emerged from feudalism and entered the modern era of enlightenment. If under the new and changed conditions of Japanese life the stamp of moral inferiority has not been wholly effaced, we should not wonder at it, nor should we condemn without consideration. The stamp was slowly made, and it will be as slowly obliterated. Already there is a change in the moral standards of the mercantile class, and the Government and the people are doing everything that can be done to hasten it. In a speech before the Osaka Chamber of Commerce, Baron Obara, late Minister of Agriculture and Commerce, referred to the poor quality of goods sent by Japanese merchants to China, and said: 'If Japan wants to keep and extend her vitally important business with China, she must take commercial morality for her motto, and must remember that the permanent reputation acquired by her articles is far more important than any temporary gain.'"

In a circular letter sent to all Chambers of Commerce in Japan, the same Minister, urged the importance of honesty, which he

said, "is the fundamental principle of trade." In a speech to the Bankers' Club of Tokyo, Mr. Ishii, Vice-Minister of Foreign Affairs, asked the Japanese to consider fairly and dispassionately the charge of lack of integrity made by foreigners, and, if such fault exists, to set about reforming their character at once. The Vice-Minister of Commerce sent a second circular letter to all Chambers of Commerce, calling their attention to foreign complaints of the imitation or theft of trade-marks, and urging the merchants of Japan to win confidence and seek popularity by honorable means."

A Significant Quotation.

As a further counterblast to sweeping charges, Mr. Kennan produces the following report:—"During the past eight years the 'Times' has sold in almost every country in the world sets of the Encyclopaedia Britannica on the instalment plan, giving credit for periods of two, three, and four years. The regularity with which such payments are made is certainly a fair test of the average honesty of any nation, and a much more severe test in the case of Japan than in the case of England, because it is more difficult there than here to enforce payment by legal proceedings. When I arrived in Japan to sell the encyclopaedias, I naturally asked English residents there what they thought of the project. With one exception, the answer was, 'You cannot sell the Encyclopaedia Britannica here, because almost every English and American resident has already obtained a copy from England; and of course the Japanese will not buy fortnightly for you, because, if they did, they would not pay.'"

The only English resident who did not say this, said: 'Of course you can sell any number of encyclopaedias to the Japanese; but you will never be able to collect the payments when they have once got the books. No Japanese will pay for the encyclopaedia when he finds that he can get it without payment.'"

In the face of this advice the instalment plan of sale was adopted, and the results were these:—Ninety-five per cent. of the encyclopaedias sold in Japan were sold to the Japanese, not to foreign residents. The monthly payment was ten yen, equal to about a sovereign in England it was a guinea. In Great Britain less than half the payments arrived on the day promised. In Japan less than one per cent. of the payments were even one day late, and more than half of them were made the day before they were due, because the Japanese did not like to run the risk of any accidental delay that might make them even one day late. The cost of collecting these instalment payments in Japan was less than half as much as in England, because the Japanese were so punctilious that clerical labour and postage were not expended in reminding them that their payments were overdue. They seemed to look upon every debt as a debt of honour, which must not be forgotten even for a day. There is certainly no such delicacy of feeling in England about commercial transactions. The standard of integrity among the Japanese is so high that, when young men who had bought the encyclopaedia abandoned their employment and went to the front as soldiers, their families promptly paid the instalments due under circumstances of the utmost difficulty. I may add that the Japanese bought five times as many encyclopaedias as were sold in France and Germany combined, fifty times as many as in Russia, and more than the people of any other country except India, Australia, and the United States."

Fortitude and Patriotism.

In conclusion, Mr. Kennan observes:—"Japanese morality is at least as high as anything we can show on the western side of the world. That conclusion does not rest merely upon sympathetic studies. It rests upon the manner in which the Japanese have borne, and are bearing, the strain of a tremendous struggle. Men, whether in East or West, say they believe many things, and think they believe many things, but for what they do really believe we have to look to their deeds, and especially to their deeds in times of stress and pressure. The

essential morality that offers the splendid spectacle now before us of invincible fortitude and lofty patriotism qualifies the nation possessing it to a very high place in the confidence of mankind."

THE OLYMPIC GAMES.

Preliminary

A preliminary report of the Olympic Games of 1912 at Stockholm has been issued by the authority of the British Olympic Council.

It is explained that an official report, containing full details of the Games at Stockholm, together with notes on their management and an analysis of their results, will be issued later. A further document will also be issued containing a sketch of the future policy recommended by the council if Britain is to be represented adequately at the Games of 1916 in Berlin.

The Causes of Failure.

The report contains the following passage:—"The council is convinced that our failure to obtain better results at Stockholm is due, first to the failure of the general public of the United Kingdom to take the Olympic Games seriously—a failure which necessarily reacted on the enthusiasm of individual competitors—and secondly, to the lack of adequate opportunities for training under the direction of trainers acquainted with the best scientific methods. To supply this lack a very large expenditure would have been necessary, and there were no funds from which this expenditure could be met. The public will have their choice as to whether this can be altered in the future, and theirs is the final decision; but if the United Kingdom is to be adequately represented at Berlin, money must be found for such an expenditure, and if the British public is not willing to provide this money, the British Olympic Council must decline to be responsible for sending out a team."

The Housing of Competitors at Stockholm.

The report states that the teams which went out under the management of the British Olympic Council were housed in several different hotels. Had the funds permitted it one large hotel would have been taken for all competitors, but it was impossible to secure this with the means at the disposal of the council. As some criticism has been passed on the feeding arrangements it may be well to quote the following paragraph, which was inserted in every contract where the hotels provided breakfast and dinner:

The meals referred to above to be as follows:—Breakfast—Coffee and tea, eggs, and chop or steak; dinner (in the evening)—White fish (sole or plaice). Plain joint and vegetables. Stewed fruit and milk pudding.

There was on the first day some misunderstanding in one of the hotels as to the meaning of "chop" and "steak." This was at once explained to the hotel proprietor in question, and thereafter there was no complaint. In another hotel where the arrangements for meals were unsatisfactory the portion of the contract referring to them was rescinded and satisfactory meals were provided elsewhere. Lunch for all competitors, and dinner for some, was provided in the Stadium under an agreement that lunch should consist of cold fowl or meat and salad and stewed fruit and rice, and dinner be served as in the hotels. The best proof that the food here provided was suitable is to be found in the fact that the New College crew, whose arrangements for meals were not under the management of the British Olympic Council, availed themselves of these lunches and dinners throughout their stay in Stockholm, and expressed themselves satisfied with the arrangements, as were likewise the Leader crew. On one occasion here unsuitable meat was provided, but on the attention of the proprietor being drawn to the fact a change was at once made. These were the only complaints brought to the notice of the British Olympic Council office in Stockholm. It may be observed that except at the most expensive hotels, it is not always possible to obtain food and drink of British quality cooked in the British manner."

COMMERCIAL.

Singapore Produce.

October 1st, 1912.

Gambler	buyers \$ 8.90
(Cibo No. 1) unpicked	14.50
Copra, Sundried	11.40
Mixed	11.10
Pepper, Black	20.40
White 5 per cent.	34.25
Sago Flour, Sarawak	4.00
Brunei No. 1	nom.
Pearl Sago	5.10
Coffee Bali	33.00

Palembang 10 per cent. basis	32.05
Tapica, small fluko	8.75
small pearl	—
med. pearl	8.30
Tin	115.12 1/2
Opium, China	8.400
Straits	1.250
Rice, Bangkok White	220
Rice, Siam No. 1	320
do. No. 2	290

Petroleum.	
Devon's Imp. Brilliant Oil (2 tins)	3.42
Sylvan Arrow Oil (2 tins)	3.11

Fish Brand (2 tins in case)	3.15
Oil 2 tins	3.15
Lamp Glass (2 tins in case)	3.15
(superfine) 12 tins	3.05
Langkat's (2 tins in case)	3.05
Dragon 2 tins	2.95
Brand	

Bulk Oil per drum of 4 galls	2.55
Cross Oil (2 tins)	2.75
Turpentine 4 gallons at	2.60

F.M.S. Rubber Duty.

For the period from October 4 to 17, the duty on cultivated rubber on which export duty is leviable in the F.M.S. on an ad valorem basis will be assessed on the following prices:—

Sheet and Discut	\$225
Fine Crepe	230
Best Scrap in Crepe from 215	
Bark Scrap in Crepe from 200	
Rough untreated Scrap	185
Rambling untreated	185

London Rubber Market.

The East Asiatic Company's Daily Report for October, says—The market in London, yesterday, was quietly steady. The closing prices were:—

Hard and Para spot	47.1-4
forward	46.1-2
First latex crops, delivery months	45.3-4

Singapore Exchange.

October 1, 1912.

On London—Bank 4 m/s 24.3-8	
Demand — 24.1-8	
Private 6 m/s 24.25-32	
3 m/s 24.17-32	
On Germany—Bank d/d 233 1/2	
Private 3 m/s 242 1/2	
On France—Bank d/d 294	
Private 3 m/s 290	
On India—Bank T.T. 174 1/2	
Private 30 d/s 175 1/2	
On Hongkong—Bank d/d 11 p.c.	
Private 30 d/s 12 p.c.	
On Shanghai—Bank d/d 8 1/2	
Private 30 d/s 8 1/2	
On Java—Bank T.T. 140 1/2	
Private 30 d/s 142 1/2	
On Japan—Bank d/d 114 1/2	

Sovereigns—buying rate \$8.54

India Council Bills last issue ... 1/4.1-32

Discount 3 m/s 2 1/2

Bank of England discount rate is 4%

Bar silver in London 297.16

Manila Market Report.

October 3rd, 19

COMMERCIAL.

New Bangkok Company.

A private Siamese company, called the Bangkok Canning Co., has started canning pineapples and various kinds of Siamese fruits for the European market. Several consignments have been sent to London and other places in England and Europe, with favourable results.

Isinglass Manufacture in Chosen.

It is reported that the manufacture of isinglass is now being projected by the Industrial Development Bureau of the Agricultural Commercial and Industrial Departments of the Government-General in Corea, and Mr. Shobu, expert in the service of the Bureau, has been despatched to North and South Kyong-sang province, in order to institute investigations in connection with the project. It is stated that if his report is favourable, preparations for commencing the manufacture of the article will immediately be made, and its manufacture begun this winter under the direct control of the Government. It may be stated in this connection that the "Kobe Herald," that a considerable quantity of isinglass is now being produced in Japan proper, the export trade in it amounting in value to about one million yen per year. The Korean seas abound in sea-weeds suitable for the manufacture of isinglass, so that the new project by the Government-General should be a profitable business if the manufacture proves a success.

China and the Silver Market.

The advent of the new loan, has sorowed up silver observes the "N. China Daily News." If the new syndicate fails her, China must needs turn to the Sextuple Group once again. The rumours of independent small loans in Hamburg, Paris and elsewhere, have no foundation in fact, nor are they possible. The ball has been set rolling and loan activity has begun in earnest. Thus, although the withdrawal of Government of India from the market may lead to a slight depression, the silver market bids fair to be kept strong by the China loans. Until there is peace in Mexico there is little hope of increased silver supplies—and peace does not appear to be near at hand. The maintenance of silver values at their present level or even higher, thus seems to depend upon two factors: how much silver will have to be brought into China in connection with the probable loans; and how soon and what proportion of it will come into the market for circulation.

S. Manchuria Railway.

During August, 313,723 tons of freight were handled by the South Manchuria Railway Co. Compared with the same period of last, a decrease of 24,927 tons is shown. Receipts, however, which were ¥577,177 in August of last year, this year show a gain of ¥132,138.

Seremban Rubber.

Telegraphic information received from the directors of the Seremban Rubber Estates Co., Ltd., is to the effect that an interim dividend of 10 per cent. has been declared payable on October 8 to all shareholders as on 1st idem.

Rubber Dividends.

London, September 29. The following interim dividends are declared:—Federated Selangor 30 per cent., Glenishol 10 per cent., Malacca Plantations 25 per cent., Bikan 6 per cent., Seremban 10 per cent., London Asiatic 15 per cent., Neboda 3 per cent. Final dividends are declared as follows:—Bortan 10 per cent., Baap 10 per cent., Batak Rabbit 10 per cent., Sungkat Ohumor 20 per cent.

Industrial Insurance in Russia.

Russia's Insurance Act, providing for compulsory insurance of working men against accidents, comes into force in January next. All factories employing upward of 200 men come under the Act, employers bearing the whole cost of insurance. The strange part of the Act is that insurance will be neither a Government nor an Imperial Institution, but a purely commercial one, under the control of the Ministry of Commerce.

"UMBRELLAS" FOR BATTLESHIPS.

Elaborate devices for protection against bombs dropped from aeroplanes, including what are described as "armoured umbrellas," to prevent shells from being dropped down the funnels and destroying the engines, are among the special features of a new battleship which is to succeed the Iron Duke when the vessel is launched on October 9.

The principal plans for the new ship have been received at Portsmouth. Unusual secrecy is being observed, and the plans are only being given out in small sections. It is known, however, that a feature of the new ship will be the anti-aeroplane armament. To each funnel will be a sort of "armoured umbrella," to prevent bombs falling into the uptake of the funnels and blowing up the boilers. A return is also to be made to the turtle back armour decks, for the same purpose.

The new ship will be larger than the Iron Duke, which has a displacement of about 25,000 tons, and there will be an increase of steaming power, though speed will still be a nominal 21 knots. For fitting out these ships the new cantilever crane, now in course of completion, will be used. It is the longest in the world, and its height and huge girders make it visible for miles around the town. It can lift a weight of 240 tons at a radius of 105 ft. and its operating machinery is entirely electric. It takes the place of the old-fashioned sheer legs.

PROPOSED NEW CHINESE MARRIAGE CUSTOMS.

A most interesting discussion on "Freedom of Marriage in China" took place at the Chinese Students' Federation hall on the 3rd inst. There was a large attendance of Chinese women whose presence at the extemporaneous debate on this question indicated that it is rapidly receiving their attention. The speakers elucidated the arguments for and against the innovation. The pro and con were well brought forth says the "China Press," and apparently the champions for women's suffrage and social reformations hailed the free marriage. It was explained that parental interference in matrimonial cases was mainly responsible for unhappy marriages especially in China where the immediate parties concerned had to submit to the paternal or maternal mandates. European customs were commended while the opponents believed that unrestrained indulgence in the "freedom" would be productive of more evils than good.

The Naval base at Auckland. The preparations for the establishment of a Pacific naval base for the China squadron at Auckland are progressing. The Calliope dock is reserved. Stocks of fuel will be created at Wellington, Lyttelton and Dunedin.

PEAK TRAMWAYS CO. LIMITED.

TIME TABLE.

Week Days.	
7.00 a.m. to 8.00 a.m. Every 15 min.	
8.00 a.m. to 10.00 a.m. " 10 min.	
10.00 a.m. to 11.00 a.m. " 15 min.	
11.00 a.m. to 12.45 p.m. " 15 min.	
12.45 p.m. to 1.15 p.m. " 10 min.	
1.15 p.m. to 1.45 p.m. " 15 min.	
1.45 p.m. to 2.15 p.m. " 10 min.	
2.15 p.m. to 5.00 p.m. " 15 min.	
5.00 p.m. to 8.10 p.m. " 10 min.	

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.50 p.m. every 15 minutes.

SUNDAYS.

7.30 a.m.	
8.00 a.m. to 10.30 a.m. every 15 min.	
10.30 a.m. to 11.00 a.m. " 10 min.	
11.45 a.m. to 12.00 noon " 15 min.	
12.00 noon to 1.00 p.m. " 10 min.	
1.00 p.m. to 5.00 p.m. " 15 min.	
5.00 p.m. to 6.00 p.m. " 10 min.	
6.00 p.m. to 7.00 p.m. " 15 min.	
7.00 p.m. to 8.10 p.m. " 10 min.	

NIGHT CARS on Week Days.

SATURDAYS.
Extra Car at 11.45 p.m.

SPECIAL CARS.

Arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.
JOHN D. HUMPHREYS & SON, General Managers.

NOTICES.

RUSSIAN VOLUNTEER FLEET.

The Steamers of the Russian Volunteer Fleet calling at Hongkong once a month both ways, Homeward and Outward, will accept cargo and passengers for the ports they have to call on the way, according to the schedule, as follows:

HOMEWARD BOUND steamer for: Singapore, Penang, Colombo, Djibouti, Djeddah, Hodeidah, Port Said, Constantinople, Odessa.

OUTWARD BOUND steamer for: Nagasaki and Vladivostok. The Hongkong Agency of the R.V.F. will also accept cargo and issue through bills of lading for all Black and Grey Sea Ports with transshipment at Odessa, and for Hakodate and all ports of Tatarian Strait and Kamchatka, with transshipment at Vladivostok.

Cargo for all European Ports not mentioned in the steamers schedule would not be accepted by this Agency. Next steamer for Odessa via Port is s.s. Kiev 5500 R.T. Commander Stetky, expected to arrive in Hongkong about the 21st of October.

Next steamer for Vladivostok via Nagasaki is s.s. Kovrak 6400 R.T. Commander Paduka, expected to arrive in Hongkong about the 24th of October.

For freight, passage and particulars, apply to:

CAPT. D. LUKHMANOFF, Agent.
Hongkong, 7th Oct., 1912. [784]

KOMOR and KOMOR.

ART and CURIO EXPERTS.
BEG TO ANNOUNCE THAT THEIR ART EXHIBITION.

IS NOW OPEN IN

ALEXANDRA BUILDINGS,

OPPOSITE

Messrs. Wm. POWELL, LTD.

An Inspection is Cordially Invited.

Hongkong, 7th Oct., 1912. [783]

EXPECT PACKERS:

Goods Packed, Insured and Forwarded to all Parts of the World.

Hongkong, 7th Oct., 1912. [783]

MINISTERING CHILDREN'S LEAGUE.

UNDER THE PATRONAGE OF

His Excellency the GOVERNOR

AND

LADY MAY.

A BAZAAR and FANCY FETE

will be held (by kind permission of the Commandant and Officers of the Hongkong Volunteer Corps) on the Volunteer Parade Ground, on SATURDAY, October 19th from 2.30 to 6.30 p.m.

Many novelties

suitable for Christmas Presents.

1.30 p.m.—Children's Play.

Snow white and the 7 little Dwarfs.

6 p.m.—Cinematograph Entertainment.

If wet the Bazaar will be held in the Volunteer Head-Quarters.

Proceeds amongst various local charities for children and the Hongkong Orphan Asylum at Otter-shaw, Surrey.

No Chits Taken.

Admission, adults 20 cents.

Children, 5 cents.

Macao, 4th Oct., 1912. [780]

NOTICE.

MR. JAMSHEDJI ARDESHIR

OHINOY, of the firm of Messrs.

Chiny and Co., having retired from

business, I, the undersigned, will now

conduct the same business under the

same name from this date.

D. H. COOPER

Hongkong, 1st October 1912. [718]

FOR SALE.

Old China Caskets.

A lot of China Yases

1. A box of (Ming Dynasty).

(about 10 inches high).

2. A box of black ground with red birds.

(10 inches).

3. A box of black ground with red rose.

(10 inches).

4. A box of black ground with white rose.

(10 inches).

5. A box of black ground with white lotus.

(10 inches).

6. A box of black ground with red lotus.

(10 inches).

7. A box of black ground with red lotus.

(10 inches).

8. A box of black ground with red lotus.

(10 inches).

9. A box of black ground with red lotus.

(10 inches).

10. A box of black ground with red lotus.

(10 inches).

BANKS.

INTERNATIONAL BANKING CORPORATION.

Head Office—40, Wall Street, New York.

London Office—10, Abchurch Lane, E.C. 4.

BRANCHES—

Bombay, Calcutta, Cebu, Hankow, Hongkong, Kobe, London, Lyons, Manila, Peking, San Francisco, Shanghai, Singapore, Yokohama.

Capital and Reserve—\$10,000,000.

EVERY DESCRIPTION OF BANKING BUSINESS.

DEPOSITS RECEIVED, and for one year at 4 per cent. or for shorter periods, at rates which may be ascertained on application.

LETTERS OF CREDIT AND DRAFTS ISSUED on all the principal cities in the world.

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BANKS.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL—\$10,000,000.

RESERVE FUND—\$2,000,000.

RESERVE LIABILITY OF PRO—\$1,000,000.

PAID-UP CAPITAL—\$10,000,000.

RESERVE FUND—\$2,000,000.

RESERVE LIABILITY OF PRO—\$1,000,000.

PAID-UP CAPITAL—\$10,000,000.

RESERVE FUND—\$2,000,000.

RESERVE LIABILITY OF PRO—\$1,000,000.

PAID-UP CAPITAL—\$10,000,000.

RESERVE FUND—\$2,000,000.

